Agency Progress Report
Capital Programs



Engagement and Outreach

On February 28 Sound Transit launched an online open house for the Stride Bus Rapid Transit project.

February | 2023

SOUNDTRANSIT

Prepared by Project Controls | Portfolio Services Office

Editor's Note

Sound Transit's Monthly Agency Progress Report summarizes projects and major contracts status, risk, and performance for capital projects.

Due to timing differences in the production of the APR and ST financial reports, actual cost data presented in the APR may not match quarterly budget reports or annual financial statements. However, the actual cost data is reconciled to the financial information on a regular basis.

We always appreciate any suggestions you might have for future refinements to this document. To make suggestions, please contact Aniekan Usoro at (206) 398-5000.

The Agency Progress Report can also be found on the web at http://www.soundtransit.org/get-to-know-us/documents-reports/agency-progress-reports.

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Agency Progress Report

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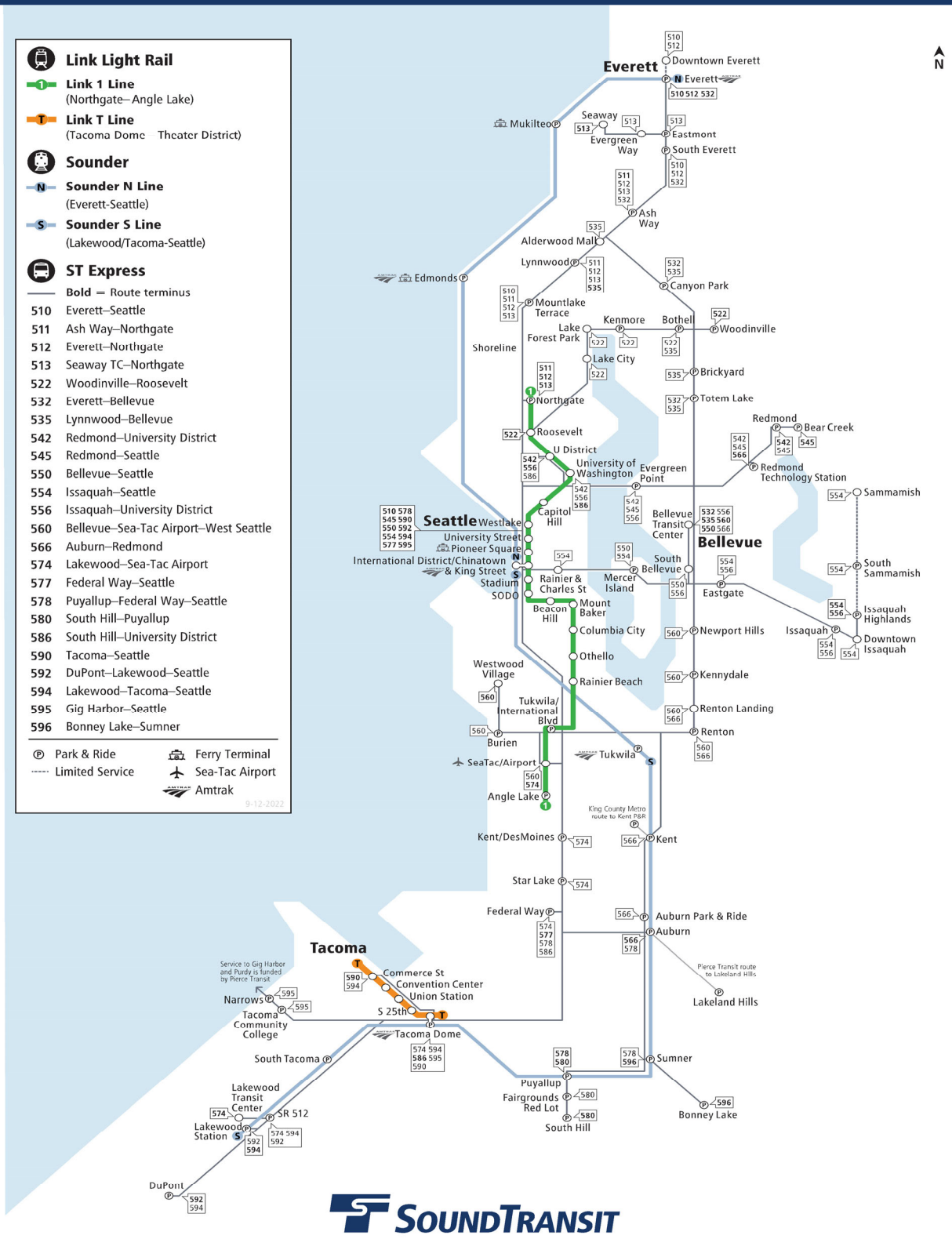
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Sound Transit Current Service



SOUNDTRANSIT

Sound Transit future service



02/2023

Additional public input sought on Tacoma Dome Link Extension

On February 27, we launched a public engagement period for potential additional Tacoma Dome Link Extension station and alignment alternatives.

Through environmental work to date, Sound Transit identified the need to consider more station options in Fife due to the presence of floodplains and an additional route in the South Federal Way/Milton area to avoid potential effects to known cultural resources and constructability challenges along the I-5 alignment.

If identified for further study by the Sound Transit Board of Directors, the project's Draft Environmental Impact Statement is now anticipated to be published in mid-2024.

Online and in-person open houses will provide information on these new options. We are taking feedback through March 17.

Engagement and Outreach

Speaking of getting public feedback on our projects. On February 28, we launched an online open house for the Stride bus rapid transit (BRT) project; it runs through April 8. The public can learn more about the latest design for the project and provide comment through an online survey. In addition to English, the online open house is available in Simplified Chinese, Traditional Chinese, Spanish and Vietnamese.

Sound Transit will also be hosting the following public meeting drop-in sessions for the public to learn more about the design, ask questions and share thoughts on future construction.

The Stride program is now at 60% design. The 30% design phase was completed in 2021 and 2022. At final design, the plans are finalized and made ready for construction. Sound Transit anticipates starting construction in 2024/2025 and starting service on some lines as early as 2026/2027.

Additionally, on February 15, we held a public meeting at Everett's Cascade Hight School about Everett Link Extension scoping. 1,600 people attended, setting a Sound Transit engagement record.

Hilltop Link Extension update

As of the end of the month, the first of our new T Line vehicles had completed about half of the required 620 miles of burn-in tests, the last 60 miles of which must be fault free.

Our current projections are that we will be able to open the extension to passengers between the end of July and the beginning of September.

Progress Report
Link Light Rail Program



Link Light Rail leaving Mount Baker Station

February | 2023

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Prepared by Project Controls I Portfolio Services Office

Sound Transit Link light rail

Current service and future extensions



02/2023

Ballard Link Extension: The project includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area. It includes nine light rail stations. The route will run through a new downtown Seattle rail-only tunnel, elevated and tunnel guideway, and a new crossing across Salmon Bay.

Boeing Access Road Infill Station: The project will plan, design and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5. Preliminary project budget established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Downtown Redmond Link Extension: The project builds a new light rail from the Redmond Technology Station to downtown Redmond by 2024. Light rail will travel along SR-520 with two new stations in southeast Redmond, at Marymoor Park, and downtown Redmond.

East Link Extension: The project expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Redmond Technology Center.

Everett Link Extension: The project adds six Snohomish County stations to the growing light rail network. The 16.3 mile project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/Evergreen Way, and downtown Everett.

Federal Way Link Extension: The project extends approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center. The extension generally parallels SR 99 and I-5 freeway with stations at Kent/ Des Moines, South 272nd Star Lake park-and-ride and the Federal Way Transit Center.

Graham Street Infill Station: The project will plan, design and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5. Preliminary project budget established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Hilltop Tacoma Link Extension: The project extends approximately 2.4 miles to the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way.

Light Rail Vehicle (LRV) Fleet Expansion: The project includes the design, manufacturing, inspection, testing and delivery of 152 low floor LRVs for service requirements of Northgate, East Link and Lynnwood Link Extensions. The Sound Transit Board in April 2017 allowed for the procurement of 30 additional vehicles.

Lynnwood Link Extension: The project extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill alignment.

NE 130th Street Infill Station: This project will construct foundation and substructure elements for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

North Corridor Maintenance of Way: The project will construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions. A temporary facility will be established to support the timing of pre-revenue service on the Lynnwood Link Extension with plans underway for the permanent facility.

Tacoma Dome Link Extension: The project will extend light rail from the Federal Way Transit Center in the City of Federal Way to the Tacoma Dome area in the City of Tacoma a total distance of approximately 9.7 miles, generally along or near I-5 with three elevated stations at South Federal Way, Fife, and East Tacoma, and one at-grade/retained station at the Tacoma Dome.

West Seattle Link Extension: The project includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. It includes four light rail stations. The route will run on elevated and tunnel guideway with a new rail-only bridge over Duwamish River.

Program Budget

Project figures for active projects are represented in millions below.

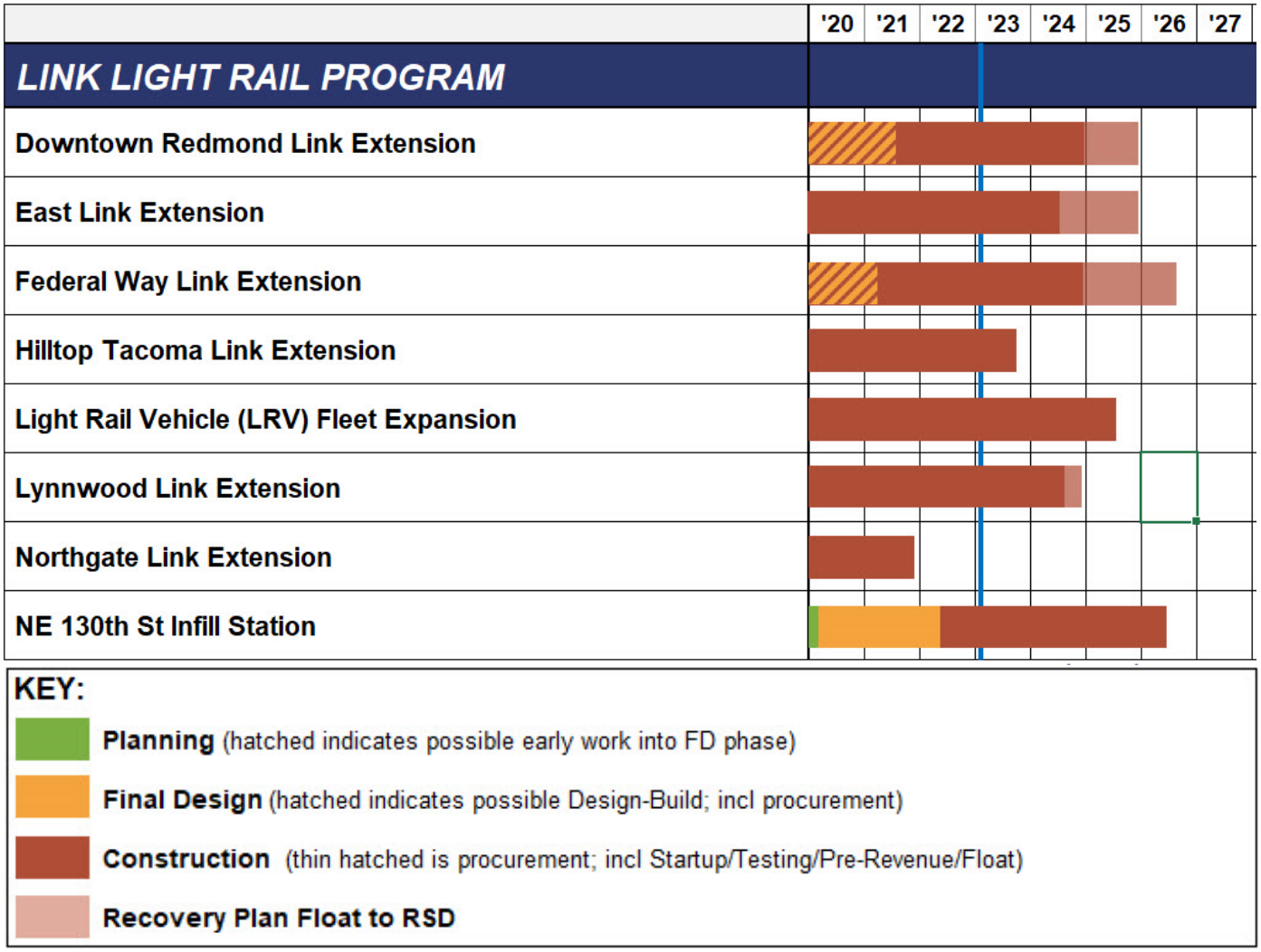
Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Ballard Link Extension	$630.6	$161.5	$114.0	$630.6	$0.0
Downtown Redmond Link Extension	$1,530.0	$1,018.6	$751.8	$1,530.0	$0.0
East Link Extension	$3,677.2	$3,337.1	$3,245.8	$3,677.2	$0.0
Everett Link Extension	$196.9	$25.8	$23.0	$196.9	$0.0
Federal Way Link Extension	$2,451.5	$1,893.9	$1,410.2	$2,451.5	$0.0
Hilltop Tacoma Link Extension	$282.7	$266.2	$258.1	$282.7	$0.0
Light Rail Vehicle (LRV) Fleet Expansion	$740.7	$690.2	$500.7	$740.7	$0.0
Lynnwood Link Extension	$2,771.6	$2,552.7	$2,153.8	$2,771.6	$0.0
NE 130th Street Infill Station	$240.2	$54.7	$32.4	$240.2	$0.0
North Corridor Maintenance of Way	$32.0	$3.2	$2.2	$32.0	$0.0
Tacoma Dome Link Extension	$299.1	$108.5	$69.2	$299.1	$0.0
West Seattle Link Extensions	$225.0	$49.1	$32.1	$225.0	$0.0
Total	**$13,077.7**	**$10,161.4**	**$8,593.5**	**$13,077.7**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Link Light Rail
Program Overview

Program Schedule of Baseline Projects

Baseline projects are summarized below. Please see the individual project reports for further details, including schedules for pre-baselined projects.



Link Light Rail
Ballard Link Extension

Project Summary

Scope

The Ballard Extension includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area.

The Draft EIS included alignment alternatives in Downtown, Interbay, and Ballard; different station depths in Chinatown-International District and Downtown; and bridge and tunnel alternatives across Salmon Bay.

Phase

Planning

Budget

$630.6 M through completion of Preliminary Engineering

Schedule

Target date: 2037



Map of Project Alignment

Key Project Activities

- Completed further studies as requested by the Board in July 2022 and shared results via an online open house website and in-person open house; provided online further studies survey to gather feedback from community.
- Shared evaluation results and community feedback on the further studies with the Board to inform a potential future action in March 2023 to confirm or modify the preferred alternative for the Ballard Link Extension.
- Continued engagement with partner and regulatory agencies, community and stakeholder groups and property owners regarding areas of further study findings and next steps.

Project Cost Summary

The Ballard Link Extension is voter-approved projects under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2023.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $67M in 2023 for coordinating Final EIS development, preliminary engineering, project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$40.6	$31.1	$31.0	$40.6	$0.0
Preliminary Engineering	$235.8	$124.8	$78.9	$235.8	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$4.4	$0.0	$0.0	$4.4	$0.0
3rd Party Agreements	$7.7	$2.7	$1.6	$7.7	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$342.2	$2.9	$2.6	$342.2	$0.0
Total	**$630.6**	**$161.5**	**$114.0**	**$630.6**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 Row, Land	$341.4	$2.9	$2.6	$341.4	$0.0
80 Professional Services	$271.9	$158.6	$111.4	$271.9	$0.0
90 Unallocated Contingency	$17.3	$0.0	$0.0	$17.3	$0.0
Total (10 - 90)	**$630.6**	**$161.5**	**$114.0**	**$630.6**	**$0.0**

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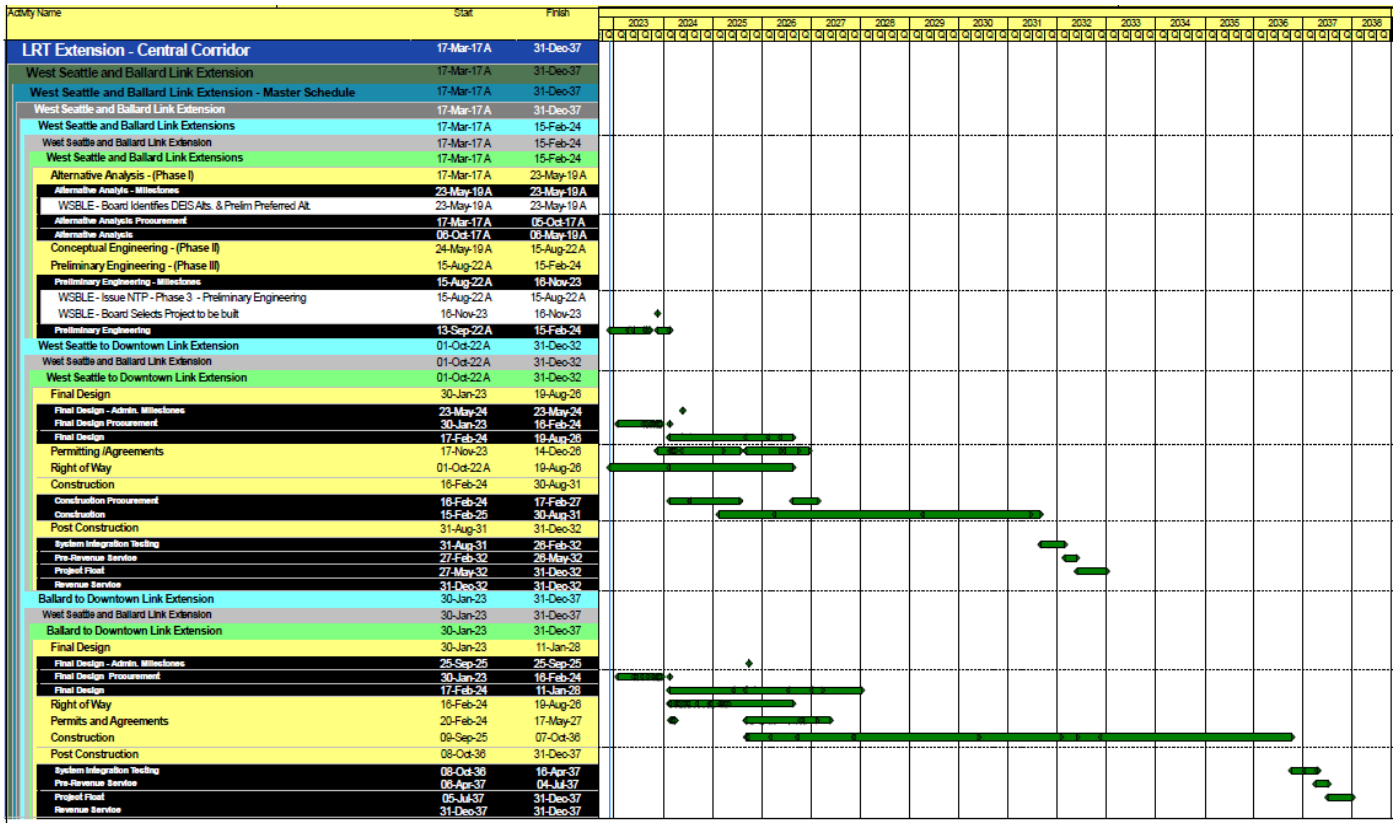
Risk Management

The following are the top project-wide risks:

- Delay in reaching stakeholder consensus on a preferred alternative, including third party funding, likely to delay completion of environmental documentation and design.
- Complexity of alignments in a constrained environment with challenging topography and waterway crossing.
- Complexity associated with tunneling through a mature urban environment.
- Potential construction effects in a constrained environment.
- Potential effect on Central Link operations during construction.
- Potential schedule risks associated with real estate acquisition process.
- Budget risk due to higher current real estate costs and construction costs.
- Potential permitting challenges and other necessary coordination/approvals could delay and cost to the project.

Project Schedule

The Board of Directors announced their realignment decision in August 2021, which includes a target date of 2037. Further studies were directed by the Board in July 2022, and are anticipated to culminate with Board identification of a Preferred Alternative in March 2023. As a result of the additional studies, the Begin PE milestone has experienced a 10-month delay relative to the baseline milestone of June 2022. While the project team is working to evaluate the impacts of the delay on the overall project schedule, it is currently forecasted to result in a 10-month delay to the target service date.



Community Engagement

- Conducted outreach to nine property owners throughout the corridor.
- Conducted 17 community outreach briefings, tours, and other external engagement activities throughout the corridor.
- Held one workshop for Seattle Center.
- Held one in-person further studies open house.
- Hosted an online further studies survey from January 26 – February 17.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account, whereas the YTD monthly average only reflects January—February actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external agency capacity in response to COVID-19.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	36.0	18.7	17.3
Consultants	108.3	49.2	59.1
TOTAL	144.3	67.9	76.4

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail
Downtown Redmond Link Extension

Project Summary

Scope

Limits — The Downtown Redmond Link Extension (DRLE) builds new light rail from the Redmond Technology Station to downtown Redmond.

Alignment — The extension starts at Redmond Technology Station and travels generally along SR-520 and SR-202 to downtown Redmond.

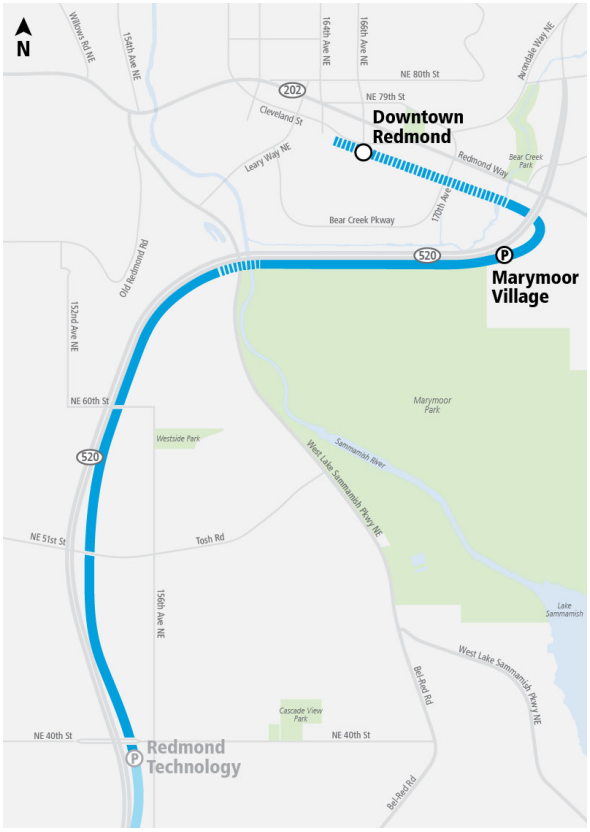
Stations — Two Stations: Marymoor Village and Downtown Redmond

Systems — Signals, traction electrification, and communications (SCADA)

Phase — Construction

Budget — $1.53 Billion (Baselined October 2018)

Schedule — Revenue Service: December 31, 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- Continue review of Certifiable Items List documentation and uploading into SSIMS.
- Further discussion with the City of Redmond on tree mitigation solution.
- First concrete placement for the Downtown Station East entry slab on grade occurred.
- Garage ramp MSE wall construction started.
- ST working with third parties on easements.
- Continued preparation for reception of ballast.
- Preparation for direct fixation track started.

Closely Monitored Issues

- PSE delivered last of outstanding materials for power to TPSS E28. Cable pull connection of power remains. This is important for delivery of the E28 prefabricated TPS.
- PSE supply chain issues. PSE is receiving materials that have been part of supply chain issue, however some components have not yet been committed to R200.
- Downtown Redmond Station structural steel submittal review and fabrication is critical to Hensel Phelps' ability to maintain schedule. Entire team is working to keep schedule.
- Delivery of ballast rock has been pushed by the local supplier. Currently scheduled to begin March 13, 2023.
- Development of Rail Activation schedule in close coordination with R200 schedule.
- Reviewing draft Transition or Operations plan.
- Working with City of Redmond to finalize agreements regarding tree mitigation.

Project Cost Summary

Voters approved funding for preliminary engineering for the Downtown Redmond Link Extension (DRLE) in 2008 in the Sound Transit 2 ballot measure. In response to the 2007-2009 Great Recession, the ST Board suspended the project. In February 2016, the ST Board restored funding to support preliminary engineering of the project prior to funding approval for final design and construction as part of the Sound Transit 3 Plan. This project has now been baselined and the baseline budget has been incorporated into the tables below. The first table below summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS), while the second table is in the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In this period, DRLE incurred approximately $20.4M of expenditure. Most of the expenditures incurred primarily in the construction phase for progression of Design-Build scope. The remaining work phases made up the balance, particularly in Construction Services and Administration. Total cumulative expenditure to date rose from $731.4 M to $751.8 M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$77.00	$77.00	$25.00	$24.30	$77.00	$0.00
Preliminary Engineering	$23.00	$23.00	$19.59	$19.40	$23.00	$0.00
Final Design	$4.50	$4.50	$1.47	$1.30	$4.50	$0.00
Construction Services	$58.00	$63.60	$49.60	$32.10	$63.60	$0.00
Third Party Agreements	$17.00	$17.00	$10.70	$8.10	$17.00	$0.00
Construction	$1,151.50	$1,145.90	$801.60	$557.00	$1,145.90	$0.00
ROW	$199.00	$199.00	$110.65	$109.60	$199.00	$0.00
Total	**$1,530.00**	**$1,530.00**	**$1,018.61**	**$751.80**	**$1,530.00**	**$0.00**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$332.40	$332.40	$247.80	$175.50	$462.90	$130.50
20 Stations	$261.90	$261.90	$196.80	$126.70	$196.90	($65.00)
30 Support Facilities	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
40 Sitework & Special Conditions	$287.00	$288.10	$207.90	$131.20	$239.80	($48.30)
50 Systems	$108.60	$103.20	$72.80	$47.50	$82.20	($21.00)
Construction Subtotal (10 - 50)	**$989.90**	**$985.60**	**$725.30**	**$480.90**	**$981.80**	**($3.80)**
60 Row, Land	$168.50	$168.50	$110.65	$109.60	$168.50	$0.00
70 Vehicles (Non-Revenue)	$4.10	$4.10	$0.30	$0.30	$4.10	$0.00
80 Professional Services	$289.30	$293.60	$182.36	$161.00	$297.40	$3.80
90 Unallocated Contingency	$78.20	$78.20	$0.00	$0.00	$78.20	$0.00
Total (10 - 90)	**$1,530.00**	**$1,530.00**	**$1,018.61**	**$751.80**	**$1,530.00**	**$0.00**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the current top risk areas that may impact project cost and schedule:

- **Externalities**: Supply chain interruptions, inefficiencies, labor availability; Inflationary pressure on construction supplies and materials.
- **Organizational Capacity:** Opening three other major light rail extensions in 2024, agency staffing and operating labor capacity; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently, market shortage of qualified construction labor.
- **Late Design Changes During Construction:** Utilities; threat and vulnerability demands; preliminary hazard designs; owner changes.
- **Permitting and 3rd Party Requirements:** Construction adjacent to SR-520; flood-prone areas by Sammamish River and Bear Creek; archaeological discovery; construction impacts to traffic; protracted negotiation with third parties; interfacing with private utilities for utility relocations and power service.
- **Unanticipated and Differing Site Conditions:** Geotechnical conditions could increase cost and delay schedule.





Artist Rendering of Downtown Redmond (above) and Bird's-eye View Current Progress (below)

Contingency Management

The project baseline included a total contingency of $435.8M. The total project contingency balance stands at $229.3M. The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. No Change on DA this period. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period AC balance is at $148.3M.. This period AC balance decreased due to construction CO's and new Relocation TOs.

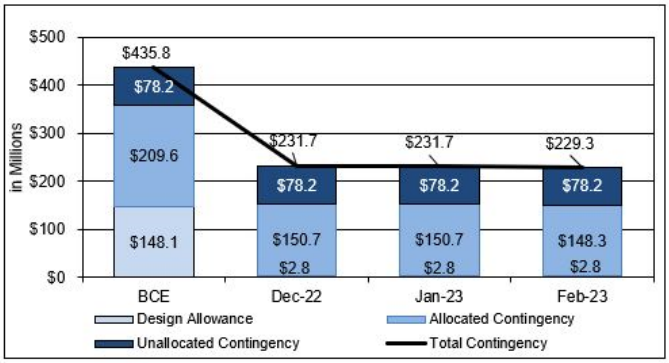
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at $78.2M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	$148.1	9.7%	$2.8	0.4%
Allocated Contingency	$209.6	13.7%	$148.3	19.1%
Unallocated Contingency	$78.2	5.1%	$78.2	10.0%
Total	**$435.8**	**28.5%**	**$229.3**	**29.5%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

DRLE project's total contingency drawdown trends better than planed and remains above the baseline drawdown projection. The trend is well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. February contingency has changed $2.4M compared to January balance.



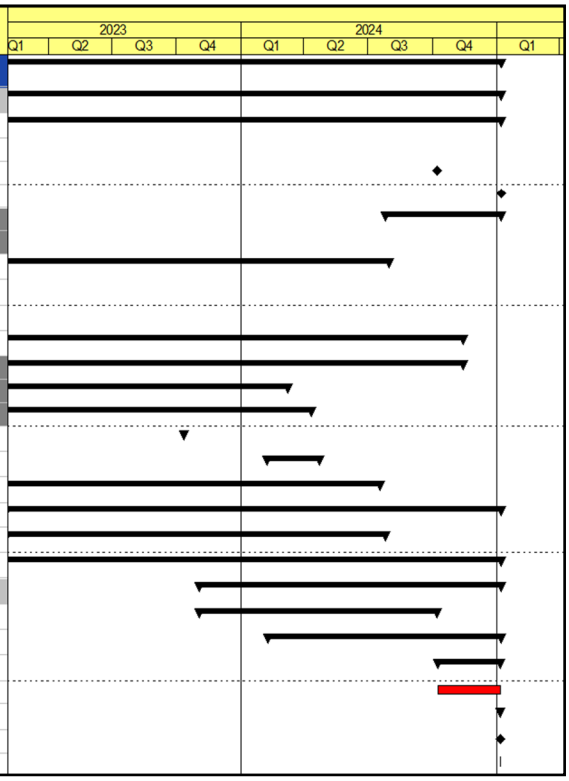
Contingency Drawdown as of February 28, 2023

Project Schedule

Weighted percent complete of the R200 contract is calculated at 66.3%.

The January update is presented below. The contractor's February update was returned for revision for some non-conforming elements. The contractor continued working on cap beams and MSE panels along SR520, and the wing walls for the 60th cut and cover tunnel; installation of DF track on Structure A; ductbank for Structure B; deck placement at the Marymoor Village Garage; and foundations and CMU enclosures at Downtown Redmond Station.

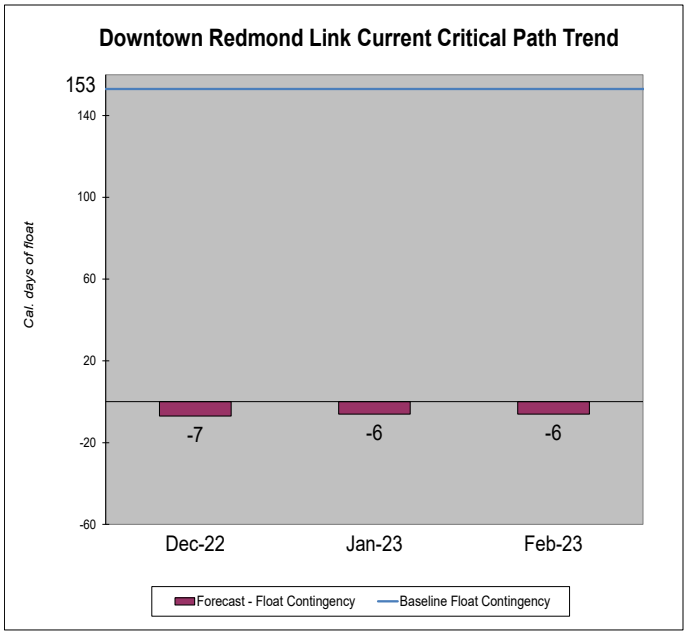
Activity Name	Start	Finish
Downtown Redmond Link Extension - Construction	09-Sep-19 A	06-Jan-25
R200 - Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	06-Jan-25
CONTRACT MILESTONES & STARTUP	09-Sep-19 A	06-Jan-25
NTP (9/9/19)	09-Sep-19 A	
MS-1 Project Ready for Pre-Revenue Operations (5/21/24) PLUS 5 MONTHS		08-Oct-24*
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24) PLUS 5 MONTHS		06-Jan-25*
OWNER FLOAT & PRE-REVENUE OPERATIONS	26-Jul-24	06-Jan-25
UNUSUALLY SEVERE WEATHER	28-Jun-21 A	29-Nov-22 A
GENERAL CONDITIONS	09-Sep-19 A	31-Jul-24
RIGHT OF WAY and EARLY WORK/EXPLORATORY	09-Sep-19 A	12-Jul-22 A
PRE-CONSTRUCTION	09-Sep-19 A	02-Sep-21 A
ALL CONSTRUCTION ACTIVITIES	01-Jul-20 A	13-Nov-24
OFF GUIDEWAY ROADWORK and RESTORATION	01-Sep-20 A	13-Nov-24
GUIDEWAY - ESTABLISH CORRIDOR	01-Jul-20 A	08-Mar-24
LINEAR GUIDEWAY WORK	07-Jan-22 A	11-Apr-24
OCC	11-Oct-23	11-Oct-23
PUNCHLIST	07-Feb-24	22-Apr-24
TESTING INTEGRATION / REVENUE SERVICES	09-Dec-22 A	17-Jul-24
CLOSEOUT	01-Feb-23	06-Jan-25
COMMISSIONING	01-Feb-23	26-Jul-24
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	06-Jan-25
Downtown Redmond Link Extension - Rail Activation/Closeout	03-Nov-23	06-Jan-25
Systems Integration & Testing	03-Nov-23	08-Oct-24
Safety and Security Certification	08-Feb-24	06-Jan-25
Pre-Revenue Service	09-Oct-24	05-Jan-25
Pre-Revenue Operations	09-Oct-24	05-Jan-25
Revenue Service/Project Float	06-Jan-25	06-Jan-25
Downtown Redmond Link Revenue Service (Baseline 31-Dec-24)		06-Jan-25*
Downtown Redmond Link Project Float (Baseline 153 Days)	06-Jan-25	06-Jan-25



Project Float

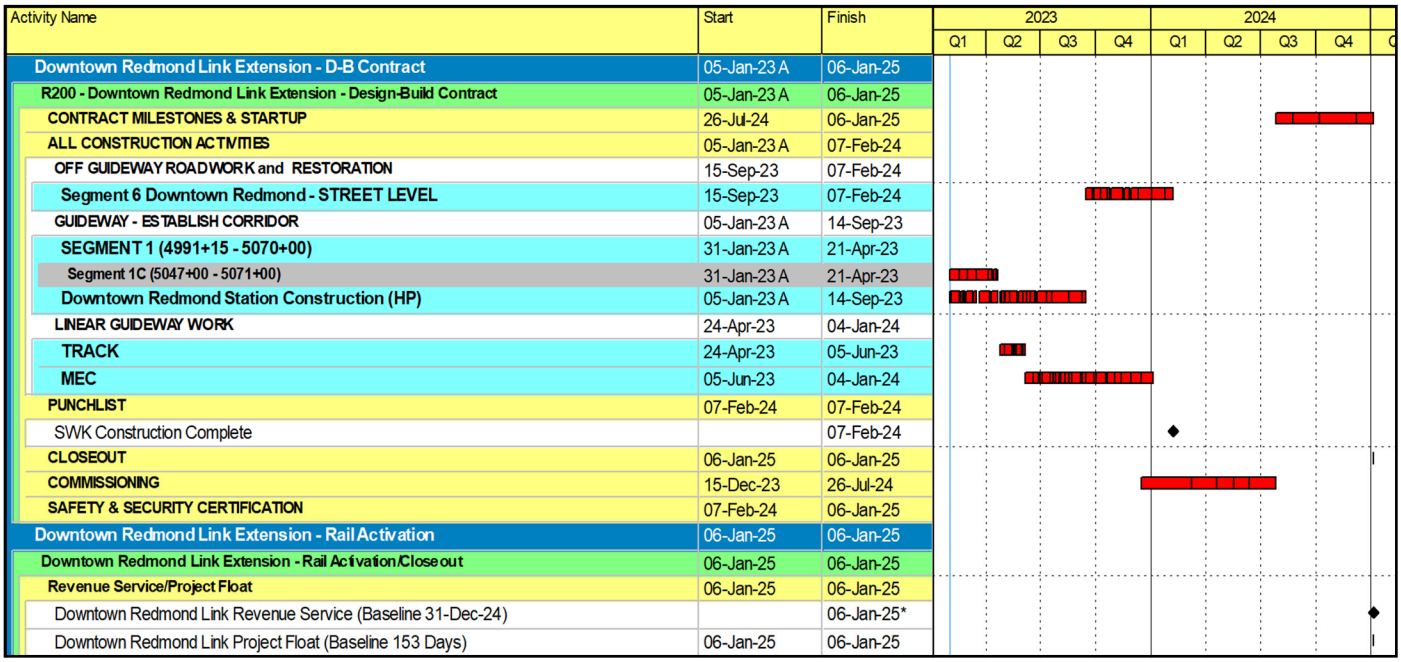
DRLE was baselined with 153 days of project float. Current float projection is –6 days. Due to challenging weather and ongoing industry-wide resource challenges; work fell behind on wall construction along the at-grade portion of guideway. The contractor is currently evaluating mitigations to recover this time. Sufficient float remains within the R200 contract to absorb any additional days granted to the contractor for unavoidable delay due to weather.

As a result of the program-wide risk assessment, a new target for opening of DRLE was set for Spring 2025. In early 2023, reporting will be revised to reflect progress toward the new target.



Critical Path Analysis

The critical path for R200 this month (not shown below due to February schedule being returned for revisions) runs through ballasted track in Segments 1-3, then into OCS installation, testing and closeout. The communications rooms at both stations are near-critical.



Activity Name	Start	Finish
Downtown Redmond Link Extension - D-B Contract	05-Jan-23 A	06-Jan-25
R200 - Downtown Redmond Link Extension - Design-Build Contract	05-Jan-23 A	06-Jan-25
CONTRACT MILESTONES & STARTUP	26-Jul-24	06-Jan-25
ALL CONSTRUCTION ACTIVITIES	05-Jan-23 A	07-Feb-24
OFF GUIDEWAY ROADWORK and RESTORATION	15-Sep-23	07-Feb-24
Segment 6 Downtown Redmond - STREET LEVEL	15-Sep-23	07-Feb-24
GUIDEWAY - ESTABLISH CORRIDOR	05-Jan-23 A	14-Sep-23
SEGMENT 1 (4991+15 - 5070+00)	31-Jan-23 A	21-Apr-23
Segment 1C (5047+00 - 5071+00)	31-Jan-23 A	21-Apr-23
Downtown Redmond Station Construction (HP)	05-Jan-23 A	14-Sep-23
LINEAR GUIDEWAY WORK	24-Apr-23	04-Jan-24
TRACK	24-Apr-23	05-Jun-23
MEC	05-Jun-23	04-Jan-24
PUNCHLIST	07-Feb-24	07-Feb-24
SWK Construction Complete		07-Feb-24
CLOSEOUT	06-Jan-25	06-Jan-25
COMMISSIONING	15-Dec-23	26-Jul-24
SAFETY & SECURITY CERTIFICATION	07-Feb-24	06-Jan-25
Downtown Redmond Link Extension - Rail Activation	06-Jan-25	06-Jan-25
Downtown Redmond Link Extension - Rail Activation/Closeout	06-Jan-25	06-Jan-25
Revenue Service/Project Float	06-Jan-25	06-Jan-25
Downtown Redmond Link Revenue Service (Baseline 31-Dec-24)		06-Jan-25*
Downtown Redmond Link Project Float (Baseline 153 Days)	06-Jan-25	06-Jan-25

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g., fee acquisitions, guideway easements, permanent easements, and temporary construction easements) and non-compensable rights (e.g., rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Downtown Redmond Link Extension Property Acquisition Status*

ACQUISITION				RELOCATION	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date***	**Relocations Required**	**Relocations Completed to date**
84	94	93	73	1579	1574

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners.

Board Approved: Based on parcels and properties (including multi-unit acquisitions).

Offers/Closings: Based on inclusive offers made to separate owners and interest holders.

Relocations: Based on number of affected individuals, in the case of DRLE this incudes relocation of storage units by impacted individuals.

Community Engagement

- Ongoing engagement with the public and businesses on potential construction impacts, with specific focus on property owners and tenants regarding the increasing construction activities possibility design change to some properties. Planning engagement strategy along with Business Relations program for 2023.
- Ongoing conversations with 9 homeowners north of SE 51st Street regarding no cost easement along future sound wall.
- Ongoing communication with resident south of NE 60th Street along SR520 who is concerned about the height of the future sound wall.
- Ongoing communications with City of Redmond and Lake Washington School District.
- Ongoing coordination with WSDOT, Microsoft, and the City of Redmond to communicate the reopening of 40th, 60th, and SR 202 to EB SR 520 off-ramp.
- Finalizing 2023 partnerships with local Non-Profits- Move Redmond and the Jerry Baker Memorial Velodrome.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The variance in the utilization of consultants is due to the fact that the design-build project management team are being prudently mobilized. The variance on ST Staff is due to lower than anticipated staff cross charges. Overtime, the variance should trend closer to plan.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	29.7	19.2	10.5
Consultants	26.7	26.7	0.0
TOTAL	56.4	45.9	10.5
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*			

Sound Transit Board Actions

Board Action	Description	Date
M2023-04	Authorizes the chief executive officer to (1) execute an agreement with the cities of Bellevue, Mercer Island, and Redmond for Sound Transit to pay an agreed amount of $1,527,303 for emergency responder training and equipment needed for the startup of the East Link and Downtown Redmond Link Extensions, and (2) transfer previously purchased emergency responder preparedness equipment.	1/12/2023

Construction Safety

Data/ Measure	Februaru 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	20
Days Away From Work Cases	0	0	2
Total Days Away From Work	0	0	77
First Aid Cases	5	15	94
Reported Near Mishaps	1	2	26
Average Number of Employees on Worksite	667	-	-
Total # of Hours (GC & Subs)	68,783	131,427	1,254,995
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	0.00	3.19
LTI Rate	0.00	0.00	0.32
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	4.40		
LTI WA State Average	2.00		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract R200 - DRLE Design Build

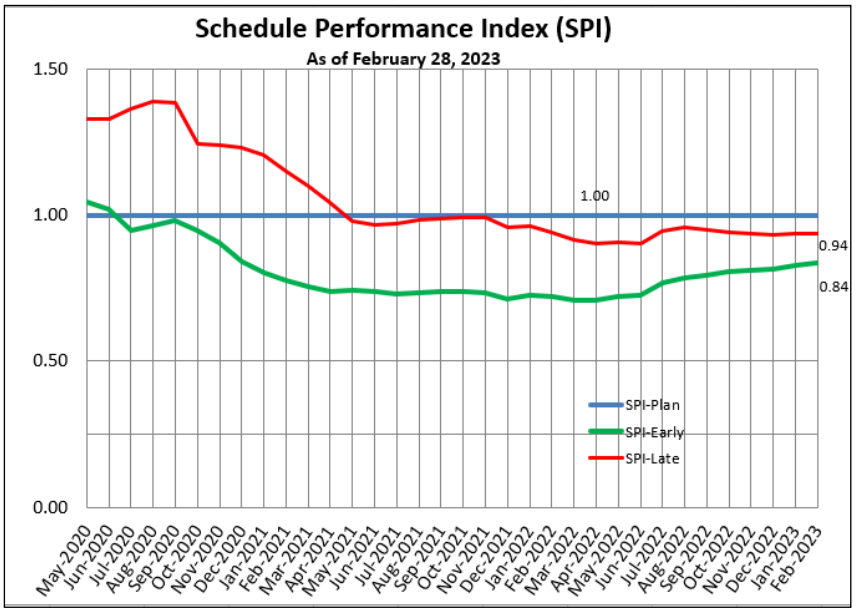
Current Progress

Construction:

- Cut and Cover Construction: Curbs and gutter concrete pour at NEC & NW Microsoft Corner, continue concrete placement for abutment wall for 40th to 51st street. Shotcrete work at 51st to 60st. Curtain wall I construction is ongoing, drainage construction and backfilling at abutment/wingwalls is complete, construction of UTB wing walls is ongoing at 60th C&C and Unnamed Tributary Bridge area.
- Sammamish River to Marymoor Station: Sub-ballast final inspection was performed, formwork and rebar installation for moment slab wall is ongoing.
- Marymoor village Station and Garage: Track slab through garage to 520 off-ramp undercrossing work is ongoing. Overhead fire sprinkler, low and medium voltage work, and CMU wall construction is ongoing on garage level 1, 2 and 3. MEPF work in progress on garage level 4. Shear wall and columns placed on garage level 5. Barrier wall and column rebar work is ongoing on garage level 6.
- SR-520/SR-202 Interchange: Wall construction underneath SR 520 off-ramp is ongoing, track slab through garage to SR 520 off-ramp undercrossing is ongoing, and landscape around the 520 off-and-on ramps work ongoing.
- Bear Creek to Downtown Redmond: Pig seal curbs, concrete surface prep for pig seal application work is ongoing across guideway, repair work to address NCRs, concrete placement at curb, and installing emergency guardrails.
- Downtown Redmond Station: Underground electrical conduit work, MEPF rough-in, grading, formwork, and vapor barrier installation at east elevator/escalator. Underground plumbing and electrical work at west elevator/escalator.

Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.84 for this period, and the late SPI is at 0.94. This period both early and late SPI for February 2023 are lower than projected. The contractor's performance is lagging behind baseline due to delay in roadway restoration throughout the project, labor resource availability and delay in parking garage concrete pour.



Next Period's Activities

- Continue rebar work, form and pour walls, utility work and backfill roadway from Redmond Tech Garage to Marymoor.
- Continue track slab construction work and installation of drainage behind ballast wall.
- Continue rebar, form and pour concrete and MEP rough in Marymoor garage.
- Bear Creek to Downtown Redmond: continue concrete work and emergency guardrail installation at guideway toward Downtown Redmond Station.
- Continue installation of underground plumbing and electrical conduit as well as grading, formwork, and vapor barrier installation for slab-on-grade at escalator/ elevator structures at Downtown Redmond Station.

Closely Monitored Issues

- Design-Builder is reporting concern on future crew availability and supply chain impacts. DRLE team working closely with the team members to provide all necessary resources to minimize impacts. To alleviate the L&I personnel shortages, subcontractors proceeded in getting L&I to agree to allow a 3rd party consultant to perform the buildings' design reviews and fabrication inspection at the manufacturing facility during construction.
- PSE is dealing with an industry-wide supply chain issue affecting the work to energize the stations and signal houses. Delivery of the PSE switches and primary Metering Cabinets may impact the construction schedule. Continue monitoring status and working with PSE.

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	$ 719,936,000
*Change Order Value	$ 56,060,960
Current Contract Value	$ 775,996,960
Total Actual Cost (Incurred to Date)	$ 540,500,547
Percent Complete	66.33%
Alternative Concept Allowance	$ 30,200,816
Authorized Contingency	$ 92,725,784
*Contingency Drawdown	$ 56,060,960
*Contingency Index	1.33

**Excludes Betterments*



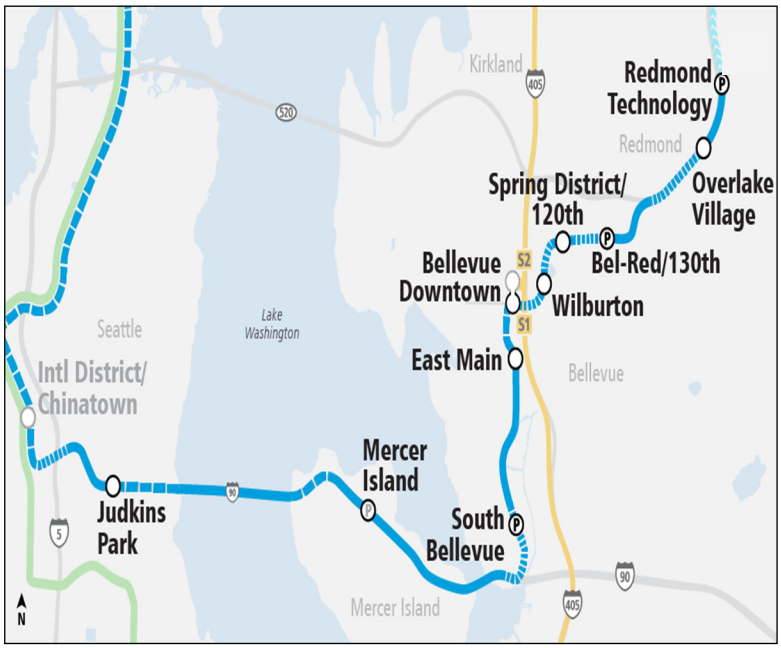
Track Slab rebar installation under SR 520 On-Ramp

Link Light Rail
East Link Extension

Project Summary

Scope

Limits	Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.
Alignment	East King County via I-90 from Downtown Seattle to the Overlake
Stations	Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).
Systems	Signals, traction electrification, and communications (SCADA).
Phase	Construction
Budget	$3.68 Billion (Baseline April 2015)
Schedule	Baseline Revenue Service: June 2023



Map of East Link Extension Alignment

Key Project Activities

- **Seattle to South Bellevue (E130):** Ongoing non-conforming track plinth reconstruction from IDS to East Channel Bridge; continued punch list and commissioning activities throughout both the Judkins Park and Mercer Island Stations.
- **Mercer Island Transit Integration (E135):** Completed landscaping, continued finalizing sidewalk installation and continued progressing paving median at N Mercer Way. Roundabout opened to traffic use.
- **South Bellevue (E320):** Non-conforming track remediation (delayed until August—September to allow SIT work); continued punch list and landscape maintenance activities.
- **Downtown Bellevue to Spring District (E335)**: Continued emergency ventilation system testing and commissioning at Bellevue Downtown Tunnel and L&I elevator and escalator inspection at Bellevue Downtown Station, Wilburton Station and 120th Station. Continued site wide punch list, landscaping and site cleaning.
- **Bel-Red (E340)**: Continued closing out of final punch list items (civil/roadway and landscaping/mitigation items). Acceptance of 130th St. Station was reached on March 2nd. Ongoing discussions to resolve outstanding commercial issues continue.
- **SR520 to Redmond Technology Station (E360)**: Continued RTS station and garage punch list activities, including painting, post-tensioning repair, track fencing at direct access ramp; continued punch list work at Park Place, Sweeper Site, SR520 and OVS; all other sites – no work, punch list completed.
- **Systems (E750):** Progressed communication installations at E130 to E360; performed local testing on communication and signaling equipment. Performing systems integration testing (SIT) between South Bellevue and Redmond Technology Stations including live wire testing.

Closely Monitored Issues

- Work associated with the emergency ventilation system testing and commissioning in the Bellevue Downtown Tunnel.
- E130 track plinths demolition/reconstruction and nylon inserts replacement.
- Design corrections, scope additions, contractor performance issues and passenger information management system (PIMS).
- Thefts of installed elements along the project alignment.
- Contractor claims on E335 and E340 are measurable; E750 impacts are tied to E130's delay.
- Staff and consultant attrition and/or loss to other projects increases the risk of oversight "blind spots".
- Operational readiness - operational capacity to support transition from construction and then to operate and maintain Link.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

The Estimated Final Cost (EFC) remains the same at approximately $3.68B. This period's estimated expenditure came in at about $7.7M, bringing the total expenditure to date to about $3.24B. Project commitment is now at approximately $3.34B with all major construction contracts in place and with exception of E130 contract segment, which is near completion.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$186.2	$186.2	$134.5	$133.3	$186.2	$0.0
Preliminary Engineering	$55.9	$54.8	$54.8	$54.8	$54.8	$0.0
Final Design	$283.0	$268.9	$254.2	$247.7	$268.9	$0.0
Construction Services	$257.5	$277.2	$239.1	$228.3	$277.2	$0.0
3rd Party Agreements	$52.2	$49.7	$38.9	$36.0	$49.6	$0.0
Construction	$2,544.3	$2,551.9	$2,335.5	$2,265.9	$2,551.9	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$298.2	$288.5	$280.2	$279.8	$288.5	$0.0
Total	**$3,677.2**	**$3,677.2**	**$3,337.1**	**$3,245.8**	**$3,677.2**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$744.6	$941.5	$919.2	$921.0	$958.1	($16.7)
20 Stations	$397.7	$481.1	$478.0	$465.3	$508.5	($27.4)
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$808.5	$601.1	$520.2	$498.1	$551.8	$49.3
50 Systems	$353.8	$382.2	$364.0	$331.7	$386.6	($4.4)
Construction Subtotal (10 - 50)	**$2,304.6**	**$2,405.8**	**$2,281.5**	**$2,216.1**	**$2,405.0**	**$0.8**
60 ROW, Land	$288.5	$288.5	$280.2	$279.8	$288.5	$0.0
70 Vehicles (non-revenue)	$2.8	$2.8	$1.0	$1.0	$2.8	$0.0
80 Professional Services	$898.4	$900.5	$774.5	$748.9	$901.3	($0.8)
90 Unallocated Contingency	$182.9	$79.6	$0.0	$0.0	$79.6	$0.0
Total (10 - 90)	**$3,677.2**	**$3,677.2**	**$3,337.1**	**$3,245.8**	**$3,677.2**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top risks areas that may impact project cost and schedules:

- **Externalities**: COVID-19 and seasonal ailments; unhoused encampments; inflationary pressures on labor and supply chain continues to be a fluid situation, inefficiencies of our jurisdictional partners; crimes of opportunities.
- **Design and Construction Changes:** Late emerging interface issues between civil and systems work; changing permit conditions with vertical transportation and tunnel systems; additional scope items required for new safety and/or operating requirements from both internal and third parties.
- **Late Discovery of Contractor Quality Issues**: Non-conforming DF plinth constructions on E130 is the most significant impact on the project schedule. Late emergent issues are highly problematic during this late stage of the project due to the lack of time to recover and adhere to the planned schedule.
- **Operational Readiness:** Continued late deliveries of LRV and completion of Series I LRV Automatic Train Protection (ATP) retrofit is an ongoing risk. These issues are being monitored and mitigation steps are continually being examined. Delays in hiring key positions in King County Metro (KCM) is a significant concern. ST and KCM are examining mitigation options.
- **Organizational Capacity**: Loss of key personnel, including key consultants, to other projects creates risk around oversight and administration of project; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently. ST works closely with our consultants and internal leaders to maintain our staff and quickly fill gaps, if needed.



Live wire testing of LRV in the Bellevue segment of East Link

Contingency Management

East Link project budget was baselined in April 2015 with a total contingency of $795.9M. All major construction contracts have been procured and the total contingency balance stands at $235.7M (previously $239.7M). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA balance is $0.4M. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, approximately $4M of contingency was drawn AC.

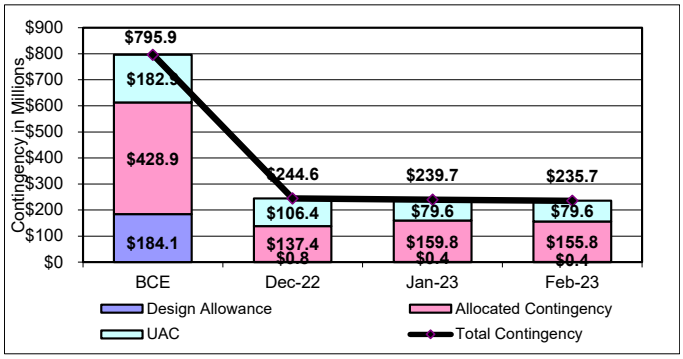
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC remain unchanged at 79.6M..

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	$184.1	5.0%	$0.4	0.1%
Allocated Contingency	$428.9	11.7%	$155.8	36.1%
Unallocated Contingency	$182.9	5.0%	$79.6	18.4%
Total	**$795.9**	**21.6%**	**$235.7**	**54.7%**

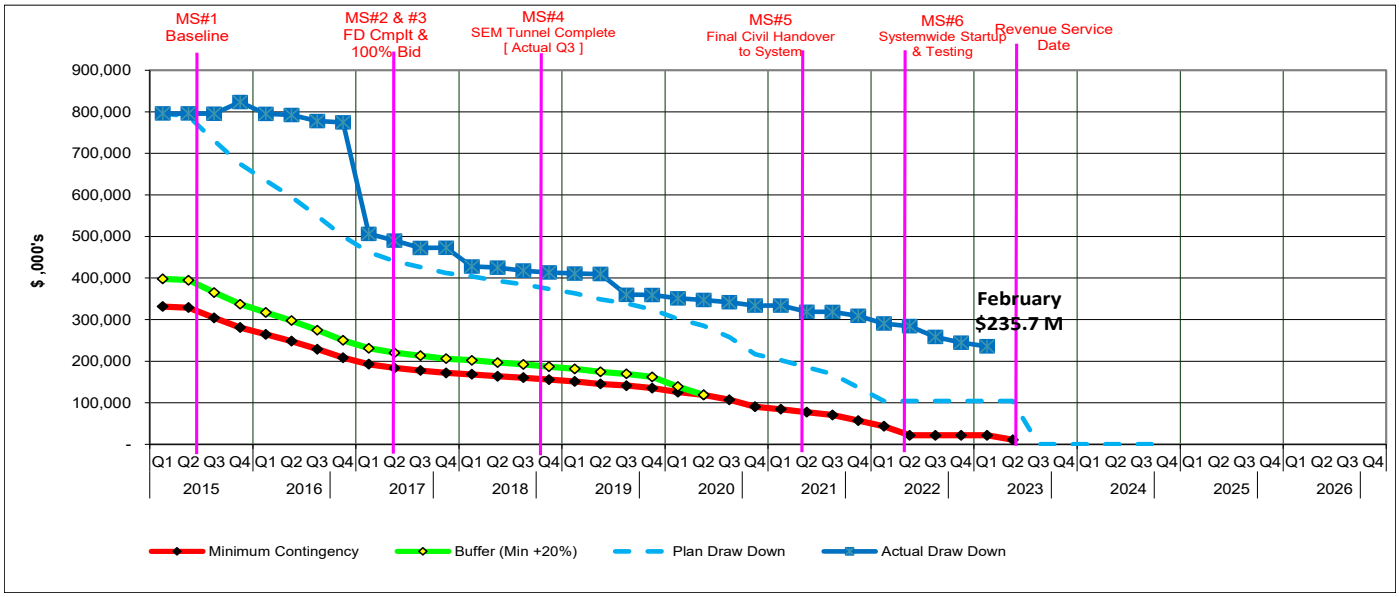
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance approximately at $235.7M (previously $239.7M). With all major construction contracts procured, it remains above the baseline drawdown projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of February recorded a net draw of $5M.



Contingency Drawdown as of February 28, 2023

Project Schedule

The Integrated Project Schedule presented below. Weighted percent complete of construction contracts calculated at 98.3%.

E130 continued DF track plinth reconstruction, closeout, commissioning, and punch list work at stations and along guideway.

E135 finishing landscaping, irrigation and roadwork. Anticipate substantial completion in March

E320 has achieved substantial completion. Remaining work is limited to track repair and project closeout.

E330 has achieved final acceptance.

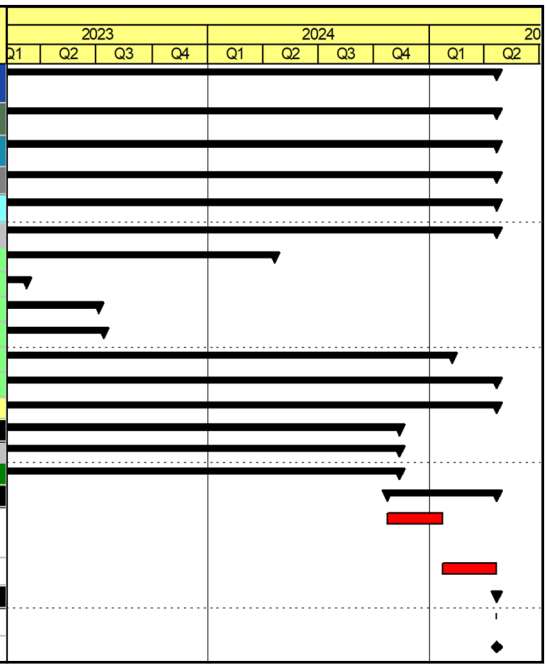
E335 continued commissioning in stations and tunnel, electrical work at BDS, and punch list work throughout.

E340 has achieved Substantial Completion and is working toward acceptance.

E360 continued RTS garage reconstruction, corrective work at OVS, and segment wide punch list work.

E750 continued system integration testing between South Bellevue and Redmond Technology Stations.

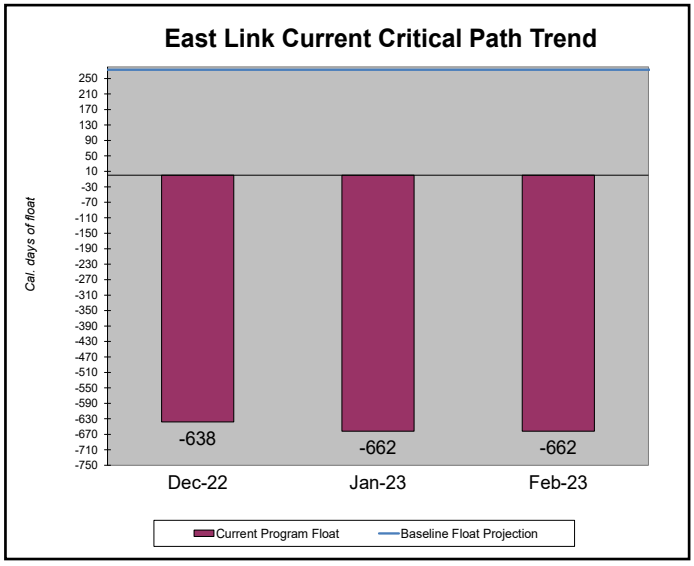
Activity Name	Start	Finish
Sound Transit	13-Jul-16 A	23-Apr-25
Sound Transit 2	13-Jul-16 A	23-Apr-25
East Corridor	13-Jul-16 A	23-Apr-25
LRT Extension - East	13-Jul-16 A	23-Apr-25
East Link	13-Jul-16 A	23-Apr-25
East Link Construction	13-Jul-16 A	23-Apr-25
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	20-Apr-24
EL 135 - Mercer Island Transit Interchange (DBB)	17-May-18 A	07-Mar-23
EL 335 - Downtown Bellevue to Spring District (GC/CM)	24-Apr-17 A	05-Jul-23
EL 360 - SR 520 to Overlake Transit Center (DB)	13-Jul-16 A	14-Jul-23
EL 750 - Systems	12-Jun-17 A	07-Feb-25
ELRACT - East Link Rail Activation/System Integration/Project Closeout	14-Mar-21 A	23-Apr-25
East Link Rail Activation	14-Mar-21 A	23-Apr-25
SIT - System Integrated Testing Committee	14-Mar-21 A	12-Nov-24
System Integration Testing Summary	14-Mar-21 A	12-Nov-24
E750 - SIT Summary	14-Mar-21 A	12-Nov-24
Pre-Revenue Service	25-Oct-24	22-Apr-25
Operator Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures	25-Oct-24	22-Jan-25
Simulate Pre-Revenue Operating Schedule	23-Jan-25	22-Apr-25
Revenue Service	23-Apr-25	23-Apr-25
Revenue Service - Float	23-Apr-25	23-Apr-25
Revenue Service (Baseline June 30, 2023)		23-Apr-25*



Project Float

East Link was baselined with 273 days of program float and is currently forecast to finish 662 days behind the target Revenue Service Date of June 30, 2023. Current float reductions reflect the E130 contractor not yet meeting its forecast production rates for plinth reconstruction.

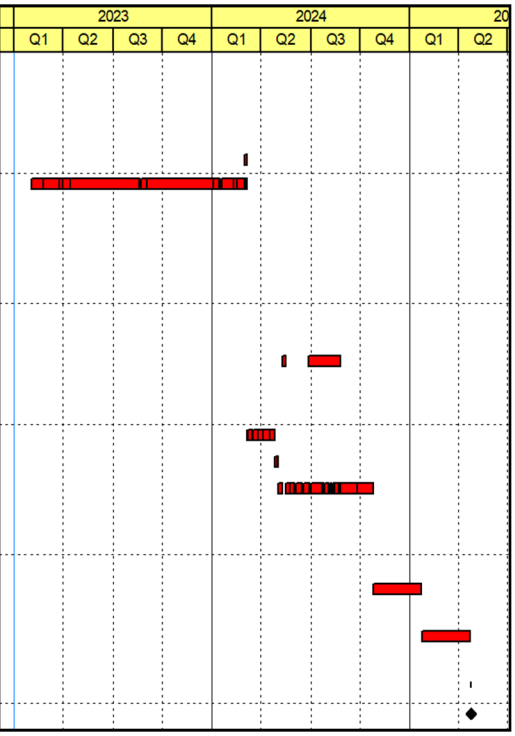
As presented to the Sound Transit Board in December 2022, timing and sequencing for multiple project openings has been revised following the program-wide risk assessment, with a new target for East Link opening set for Spring 2025. As part of this assessment, it was determined that the pre-revenue period should be increased from 3 to 6 months.



Critical Path Analysis

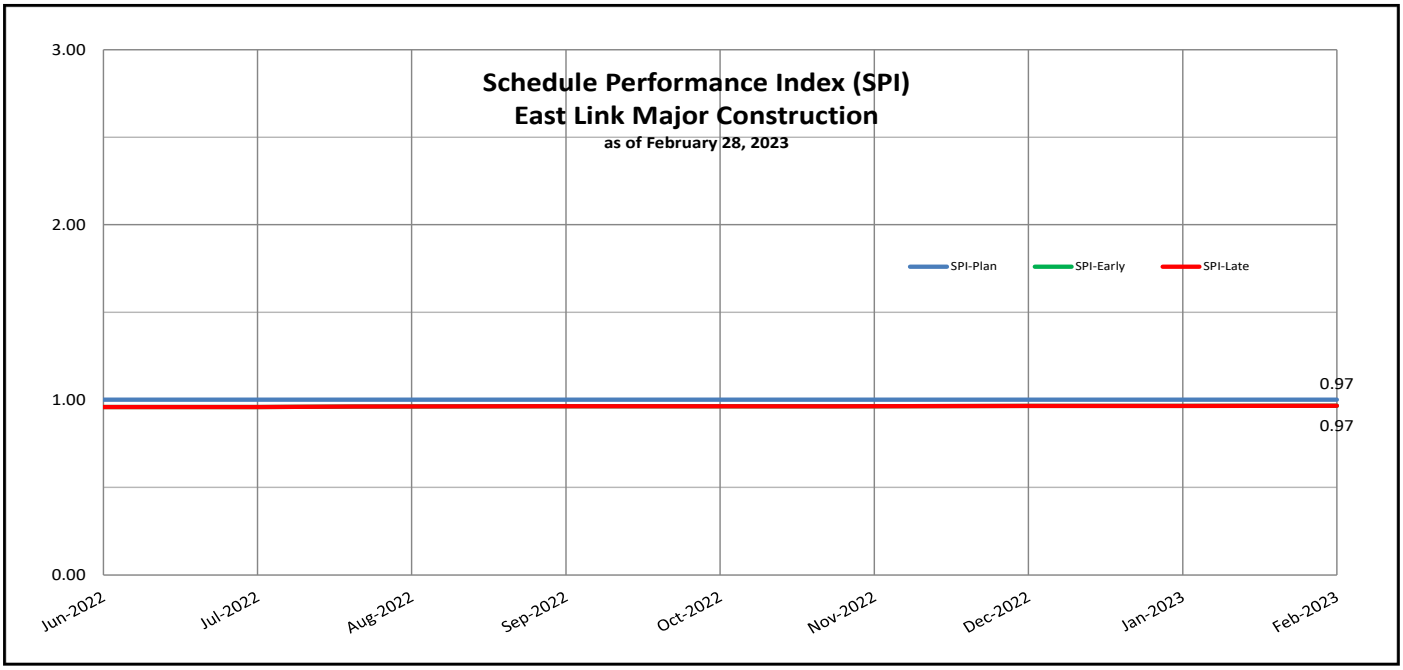
The East Link critical path this month continues to run through track plinth reconstruction on E130, which is delaying E750 access to complete OCS and signal installation and systems integration testing.

Activity Name	Start	Finish
EL 130 - Seattle to I-90 Overpass (GC/CM)	23-Jan-23 A	06-Mar-24
E130 Construction	23-Jan-23 A	06-Mar-24
Milestones	06-Mar-24	06-Mar-24
Construction	23-Jan-23 A	05-Mar-24
Structures Retrofit	01-Mar-24	05-Mar-24
Trackwork	23-Jan-23 A	05-Mar-24
EL 135 - Mercer Island Transit Interchange (DBB)		
EL 335 - Downtown Bellevue to Spring District (GC/CM)		
EL 360 - SR 520 to Overlake Transit Center (DB)		
EL 750 - Systems	06-Mar-24	24-Oct-24
E750 Construction	06-Mar-24	24-Oct-24
E750 Project	06-Mar-24	24-Oct-24
E750 Engineering	10-May-24	27-Aug-24
E750 Construction	06-Mar-24	24-Oct-24
E750 Milestones	24-Oct-24	24-Oct-24
E750 OCS	06-Mar-24	24-Apr-24
E750 Traction Power / Substations	25-Apr-24	02-May-24
E750 Testing and Commissioning	03-May-24	24-Oct-24
ELRACT - East Link Rail Activation/System Integration/Project Closeout	25-Oct-24	23-Apr-25
East Link Rail Activation	25-Oct-24	23-Apr-25
Pre-Revenue Service	25-Oct-24	22-Apr-25
Operator Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures	25-Oct-24	22-Jan-25
Simulate Pre-Revenue Operating Schedule	23-Jan-25	22-Apr-25
Revenue Service	23-Apr-25	23-Apr-25
Revenue Service - Float	23-Apr-25	23-Apr-25
Revenue Service (Baseline June 30, 2023)		23-Apr-25*



Schedule Performance Index

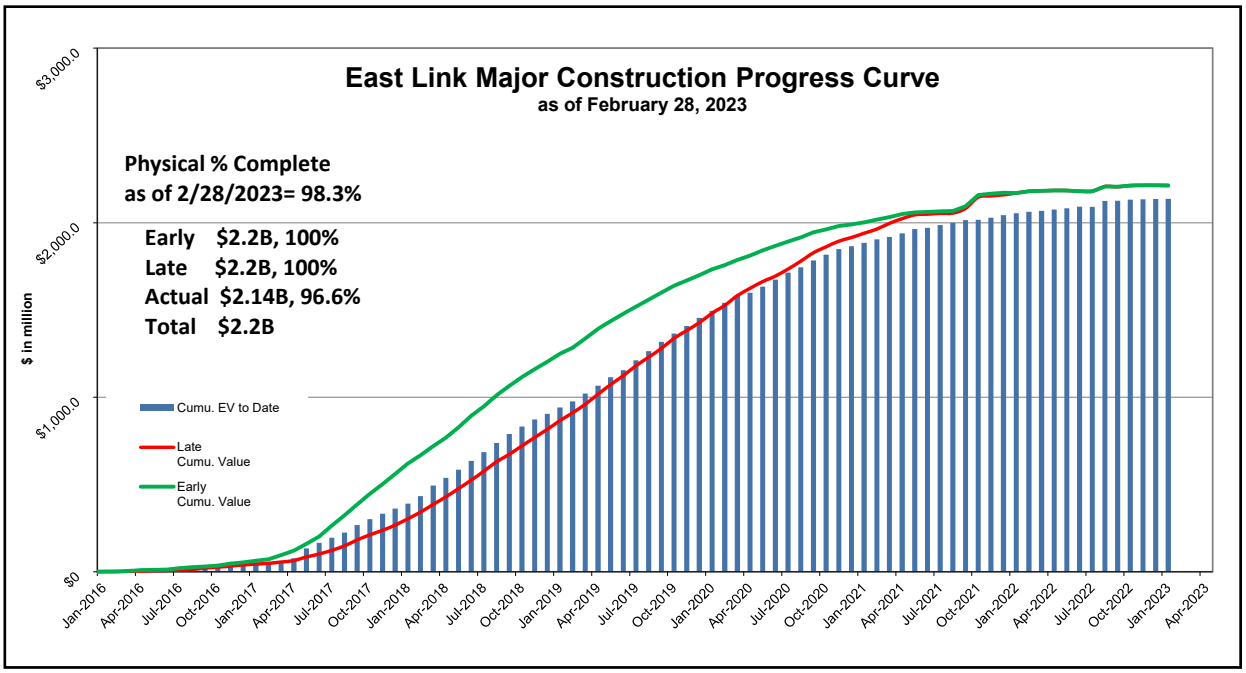
The Schedule Performance Index (SPI) for East Link's Major Construction Packages (both early and late) remains at 0.97 as contractors focus on repairs, punch lists, and closeout. This number will trend steadily towards 1.0 as construction nears completion.



Major Construction Progress Curve

The overall physical percent complete for East Link construction is 98.3%.

The percent complete analysis is based on a weighted measurement of the seven major construction contracts' schedule, duration, and cost. The graph below shows the aggregate cost progression for these construction contracts. Progress is trending behind the planned curves. The rate of progress is slow as remaining work on civil contracts is limited to repairs and closeout.





E335 Bellevue Downtown Station

Right-of-Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations, guideway, staging areas, support facilities, and tunnel and guideway easements as well as permanent easements and temporary easements for construction. These acquisitions resulted in owner and tenant residential and commercial relocations. Property acquisition and relocations are complete, with limited processing of relocation claims and coordination of property transfers with the City of Bellevue remaining.

The right-of-way program status for this period is summarized in the following table:

East Link Extension Acquisition Status

ACQUISITION				RELOCATION	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date**	**Relocations Required**	**Relocations Completed to date**
239	246	239	239	229	229

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Community Engagement

- Ongoing distribution of weekly construction alerts for maintenance of traffic activities for East Link.
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of concerns including close-out activities, construction easements, traffic, access, and maintenance of traffic.
- Continued communications to reiterate the message of safety, primarily around phase 3 construction staging on Mercer Island (MI) Transit Integration site and held office hours at MI Community Center.
- February's focus included, but not limited to; address lighting issues and fence repairs with MI residents; started preparation on East Link Project update anticipate to be release to the public in April; commenced at grade safety campaign in conjunction with livewire testing in Bellevue and Redmond.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Consultant utilization is dependent on the efforts to manage construction. The monthly average is trending over the plan and is predicted to decline over time. The current overage is not indicative of an immediate budget overage. That said, the longer than anticipated construction duration due to quality issues and potential delay in transitioning over to Operations will require more labor resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	51.2	53.1	(1.9)
Consultants	101.1	126.3	(25.2)
TOTAL	152.3	179.4	(27.1)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None This Period	

Construction Safety

Data/ Measure	February 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	92
Days Away From Work Cases	0	0	15
Total Days Away From Work	0	0	1,337
First Aid Cases	4	8	379
Reported Near Mishaps	1	2	302
Average Number of Employees on Worksite	166	-	-
Total # of Hours (GC & Subs)	20,419	41,955	7,995,699
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	0.00	2.30
LTI Rate	0.00	0.00	0.38
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Major Construction Contract Packages

Below are the major construction contract packages for the project with a brief scope description of each.

R8A Stage 3A: Modification of HOV Ramp between I-90 and Bellevue Way SE. [Design-bid-build]

Status: Completed and Closed.

E130 Seattle to South Bellevue: International District Station (IDS) modification, retrofit of existing WSDOT structures, I-90 Center Roadway and two light rail stations. [Heavy Civil GC/CM]

Status: See following pages under Contract E130.

E135 Mercer Island Transit Integration: Road improvements including a roundabout at N. Mercer Way and 77th Ave SE. to enhance bus/rail transfer and connect pedestrian and bicyclist to the Mercer Island light rail station. [Design-Bid-Build]

Status: Construction in progress.

E320 South Bellevue: One (1) Light Rail Station and a Parking Garage at South Bellevue P&R; aerial, at-grade, and retained-cut guideway along Bellevue Way SE and 112th Avenue SE. [Design-bid-build]

Status: Substantial Completion on August 29th, 2022. See following pages under Contract E320.

E330 Downtown Bellevue Tunnel: Sequential Earth Method (SEM) tunneling along 110th Ave. NE in Downtown Bellevue. [Design-bid-build]

Status: Substantial Completion on July 13th, 2020. Acceptance Issued on Nov. 17th, 2020.

E335 Downtown Bellevue to Spring District: Four (4) Light Rail Stations; aerial, at-grade, and retained-cut guideway from Downtown Bellevue, over I-405 to 124th Ave. NE. [Heavy Civil GC/CM]

Status: See following pages under Contract E335.

E340 Bel-Red: One (1) Light Rail Station, aerial, and at-grade guideway from 124th Ave. NE to NE 20th. [Design-bid-build]

Status: Substantial Completion on September 30th, 2022. See following pages under Contract E340.

E360 SR520 to Redmond Technology Station: Two (2) Light Rail Stations; one (1) garage, one (1) pedestrian bridge; aerial and retained-cut guideway along SR-520 in the Overlake area of Bellevue and Redmond. [Design-Build]

Status: See following pages under Contract E360.

E750 Systems: Light rail systems elements, including traction power electrification, overhead catenary system, train signals and communication system. Combined with Northgate Link N830. [Heavy Civil GC/CM]

Status: See following pages under Contract E750.



E130 Seattle to South Bellevue: Installing new nylon inserts, westbound on the floating bridge

Contract E130 – Seattle to South Bellevue Heavy Civil GC/CM

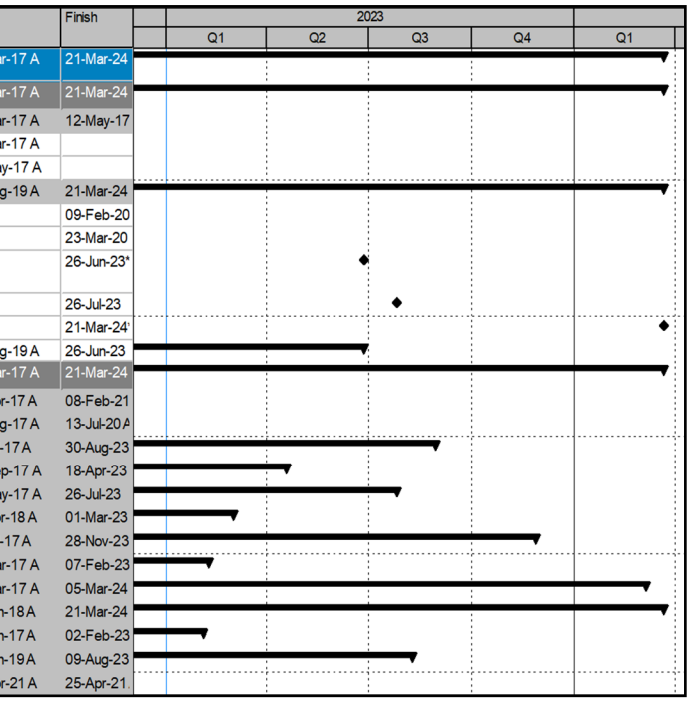
Current Progress

- **West Segment:** Continued punch list and commissioning at Judkins Park Station; ongoing plinth demolition and reconstruction for trackwork NCR remediation.
- **Center Segment:** Continued cathodic protection monitoring at HMH bridge; progress nylon insert remove/replace NCR work.
- **East Segment:** Preparation for pedestrian walkway landing; continued punch list and maintenance at Mercer Island Station; ongoing plinth demolition for trackwork NCR remediation at Mercer Island Tunnel, Mercer Island Station, and East Channel Bridge.

Schedule Summary

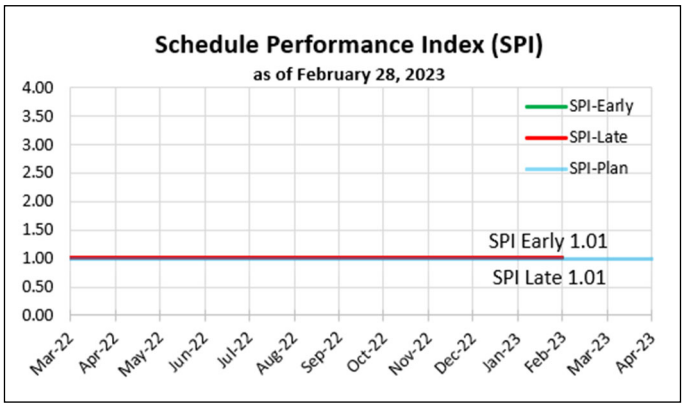
The contractor's January update, presented below, forecasts a March 21, 2024 Substantial Completion date, 678 calendar days later than the contractual milestone date of May 13, 2022. The contractor has not yet submitted a February update. The critical path to runs through plinth repair and nylon insert replacement on the floating bridge. The work is not progressing as quickly as the contractor had originally forecasted.

Activity Name	Start	Finish
E130 Construction	10-Mar-17 A	21-Mar-24
Milestones	10-Mar-17 A	21-Mar-24
Access Milestones	10-Mar-17 A	12-May-17
16. Notice to Proceed - Package 1	10-Mar-17 A	
16. Notice To Proceed - Remaining Scope	12-May-17 A	
Major Project Complete Milestones	21-Aug-19 A	21-Mar-24
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-20
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		23-Mar-20
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (15-Apr-22)		26-Jun-23*
16. MS#01 - Acceptance		26-Jul-23
16. MS#04 - Substantial Completion All Work (13-May-22)		21-Mar-24
Milestone 1 Interim Dates	21-Aug-19 A	26-Jun-23
Construction	20-Mar-17 A	21-Mar-24
Preliminary Activities	03-Apr-17 A	08-Feb-21
Sitework	23-Aug-17 A	13-Jul-20 A
Demolition	20-Jul-17 A	30-Aug-23
Tunnel Modifications	18-Sep-17 A	18-Apr-23
Stations	31-May-17 A	26-Jul-23
OCS Bases/Frames	02-Apr-18 A	01-Mar-23
Civil/Utilities	05-Jul-17 A	28-Nov-23
Electrical	20-Mar-17 A	07-Feb-23
Structures Retrofit	20-Mar-17 A	05-Mar-24
Trackwork	02-Jan-18 A	21-Mar-24
Systems	26-Jun-17 A	02-Feb-23
IDS Modification	16-Jan-19 A	09-Aug-23
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21



Schedule Performance Index

E130 contract substantial completion date was planned for December 2020 and is currently anticipated to occur in Q3 2024. Remaining critical work to achieve substantial completion includes reconstruction of non-conforming direct fixation track work and other NCR work. By definition, at substantial completion the schedule performance index is 1.0, because all planned work is completed.



Next Period's Activities

- **West Segment:** Continue punch list and commissioning at Judkins Park Station; progressing direct fixation plinth demolition and plinth reconstruction.
- **Center Segment:** Continue plinth demolition and nylon insert replacement.
- **East Segment**: Continue punch list and maintenance at Mercer Island Station; progressing direct fixation plinth demolition at Mercer Island Tunnel, Mercer Island Station, and East Channel Bridge; and continue plinth reconstruction.

Closely Monitored Issues

- Activity progress to reach Milestones 1 & 4, resulting in impacts to E750 work.
- NCR mitigation timeline for direct fixation track plinth reconstruction and nylon insert replacement.

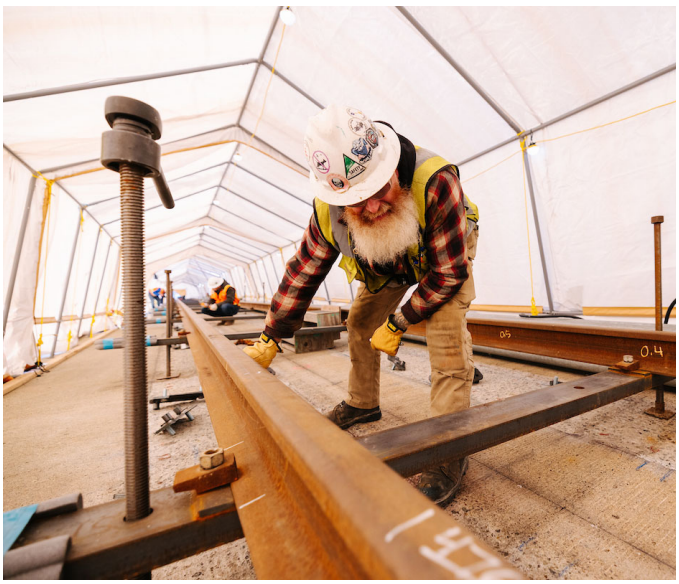
E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (*incl. Phase 2 MACC*)	$665,000,000
Change Order Value	$43,576,737
Current Contract Value*	$706,662,378
Total Actual Cost (Incurred to Date)	$704,552,851
Percent Complete	97.7%
Authorized Contingency	$56,660,541
Contingency Drawdown	$43,576,737
Contingency Index	1.3

** Contract Value excludes Betterments*



Crews performing track set up at D2Ramp

Contract E320 – South Bellevue – Substantially Complete

- E330 Contractor achieved Substantial Completion on August 29, 2022.
- Sound Transit to issue Final Acceptance upon acceptable completion of remaining punch list landscaping activities and track NCR work (anticipated in September 2023).



Cost Summary

Final Financial Status	Amount
E320 Contractor - Shimmick / Parsons Joint Venture	
Original Contract Value	$319,859,000
Change Order Value	$44,571,973
Current Contract Value*	$364,396,719
Total Actual Cost (Incurred to Date)	$364,287,731
Percent Complete	99.78%
Authorized Contingency	$45,532,000
Contingency Drawdown	$44,571,973
Contingency Index	1.0

**Amount excludes Betterments & START*



Interpretive sign installed at historic Winter's House

Contract E335 – Bellevue to Spring District Heavy Civil GC/CM

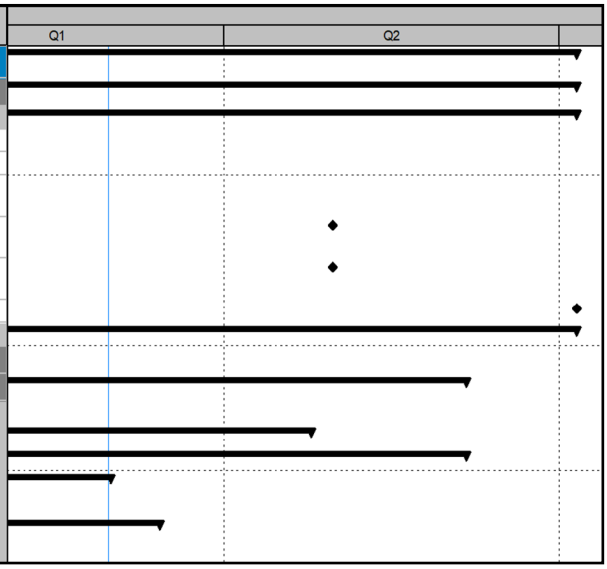
Current Progress

- Bellevue Downtown Station (BDS): continued L&I elevator and escalator inspection.
- Bellevue Downtown Tunnel (BDT): continued emergency ventilation system testing and commissioning.
- Wilburton Station: completed L&I elevator and escalator inspection.
- 120th Station: continued L&I elevator and escalator inspection.
- Sitewide continued punch list, landscaping and site cleaning.

Schedule Summary

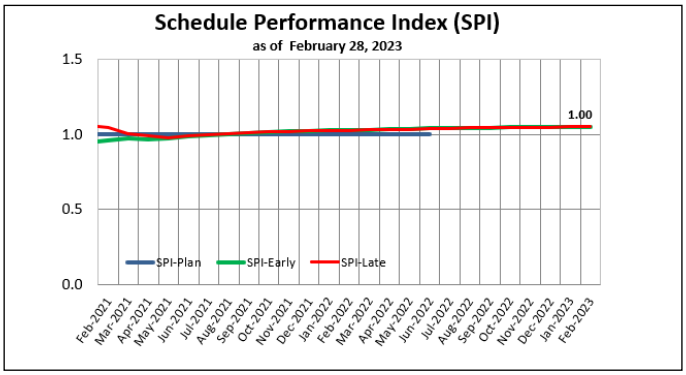
The February update forecasts a July 25, 2023, Substantial Completion Date, 800 calendar days later than the contractual milestone date of May 16, 2021. Within the E335 contract schedule, the critical path is driven by CNWD 412, which directed the contractor to replace a smoke control breaker in BDS. Follow-on work by the E750 systems contract is not affected.

Activity Name	Start	Finish
E335 Construction	24-Apr-17 A	05-Jul-23
Milestones	04-May-18 A	05-Jul-23
Contract Milestones	30-Sep-18 A	05-Jul-23
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A
Milestone #2 - Complete SIDT's for Interface to SCADA		14-Jan-20 A
Milestone #3 - Complete Trackway and Stations for Primary Systems Access- BTC to EOP (18-Jul-21)		26-Jul-21 A
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)		30-Apr-23*
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)		30-Apr-23*
Milestone #6 - Substantial Completion of all Work (16-May-21)		05-Jul-23*
Calculated Milestones	04-May-18 A	05-Jul-23
Mobilization	24-Apr-17 A	24-Apr-17 A
Construction	24-Apr-17 A	05-Jun-23
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	29-Mar-22 A
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91	24-Aug-18 A	24-Apr-23
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	05-Jun-23
Area 4: Aerial Guideway (568+45 - 606+59)	24-Apr-17 A	01-Mar-23
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	08-Oct-21 A
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	14-Mar-23
Testing and Commissioning	01-Jun-20 A	15-Dec-21 A



Schedule Performance Index

E335 contract substantial completion date was planned for May 2021 and is currently anticipated to occur in Q3 2023. Remaining work to achieve substantial completion includes elevator and escalator inspection at BDS and emergency ventilation system testing and commissioning in the BDT as well as sitewide punch list work. By definition, at substantial completion the schedule performance index is 1.0. All planned work is completed.

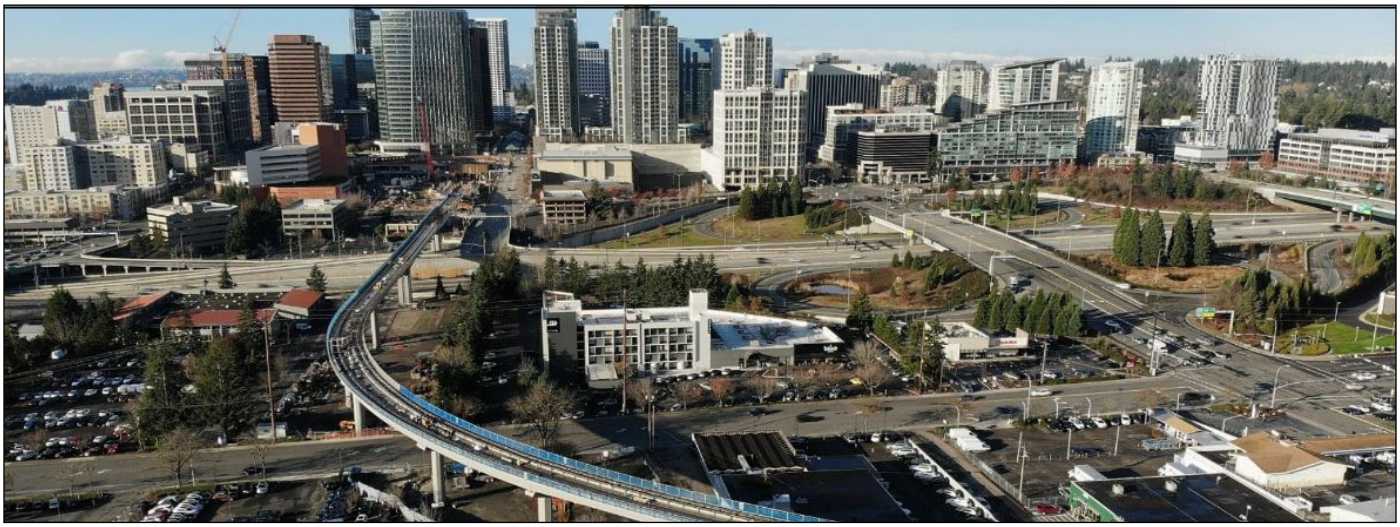


Next Period's Activities

- Bellevue Downtown Station (BDS): continue L&I elevator and escalator inspection.
- Bellevue Downtown Tunnel (BDT): continue emergency ventilation system testing and commissioning.
- Wilburton Station: complete final electrical and fire inspection.
- 120th Station: complete L&I elevator and escalator inspection and final electrical and fire inspection.
- Sitewide continued punch list, landscaping and site cleaning.

Closely Monitored Issues

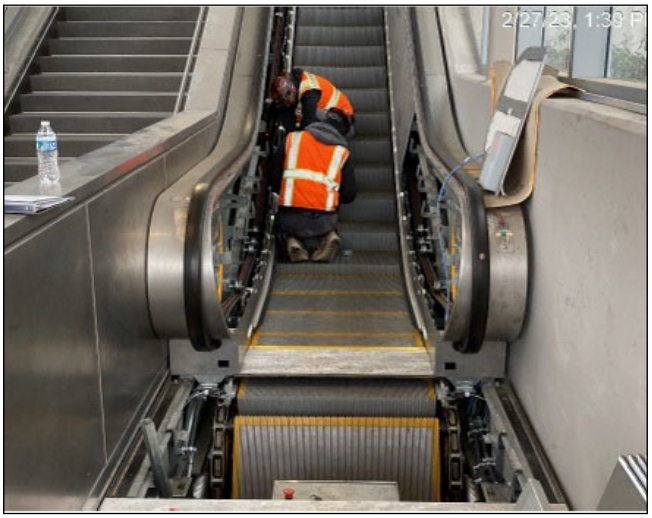
- Testing and commissioning of emergency ventilation system in Bellevue Tunnel.
- Punch list work at BDS.
- Completion of the safety certifiable paperwork.
- Revised AMMMR package submitted to City of Bellevue in order to resolve some electrical issues for the Bellevue Station and Tunnel. The electrical permit has been approved for temporarily powering the smoke control panel for testing purposes. Final review has been pushed out due to supply issues for needed parts.



E335 Aerial Guideway Looking West to Downtown Bellevue

Cost Summary

Present Financial Status	Amount
E335 Contractor– Stacy & Witbeck / Atkinson Joint Venture (SWA-JV).	
Original Contract Value (includes station scope)	$393,798,210
Change Order Value	$27,437,695
Current Contract Value	$421,235,905
Total Actual Cost (Incurred to Date)	$418,247,980
Percent Complete	99.8%
Authorized Contingency	$29,689,911
Contingency Drawdown	$27,437,695
Contingency Index	1.1



Escalator Work at Bellevue Downtown Station

Contract E340 – Bel-Red – Substantially Complete

- E340 Contractor achieved Substantial Completion on Sep. 30, 2022
- Substantial Acceptance of 130th station was completed on Mar. 2nd,2023.
- 4 punch list items outstanding.
- Five train crossing signal heads found to be nonfunctional during signals testing. Notified Kuney to correct. Track access for correction work tentatively scheduled for the week of March 20, 2023.



130th Bel-Red Station

Cost Summary

Present Financial Status	Amount
E340 Contractor – Max J Kuney	
Original Contract Value	$93,170,012
Change Order Value	$8,333,241
Current Contract Value	$101,503,253
Total Actual Cost (Incurred to Date)	$99,753,362
Percent Complete	99.62%
Authorized Contingency	$14,317,000
Contingency Drawdown	$8,333,241
Contingency Index	1.71



130th Bel-Red Station Canopy

Contract E360 – SR 520 to Redmond Technology Station (RTS)

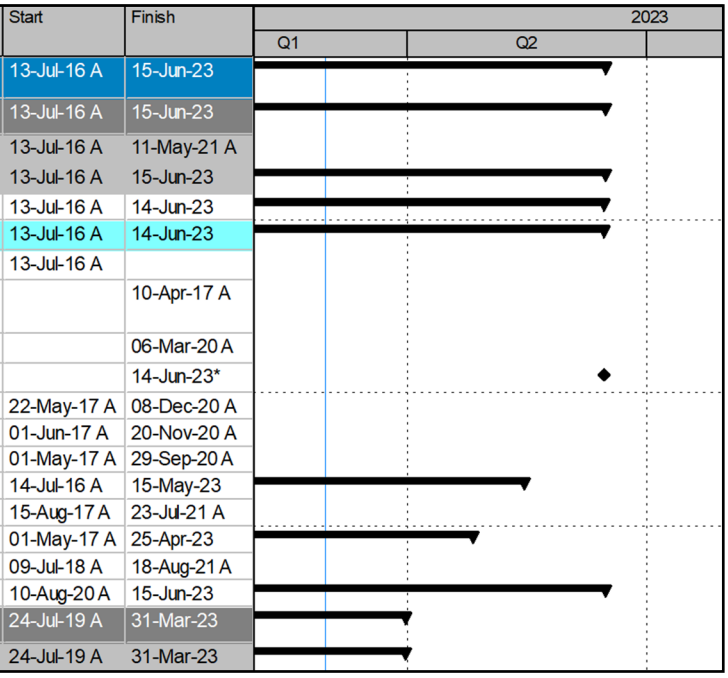
Current Progress

- Continued lighting testing and commissioning at RTS.
- Completed landscaping work at RTS.
- Continued punch list work at RTS and Park Place, Sweeper Site and SR520.
- Completed punch list work at all other sites.

Schedule Summary

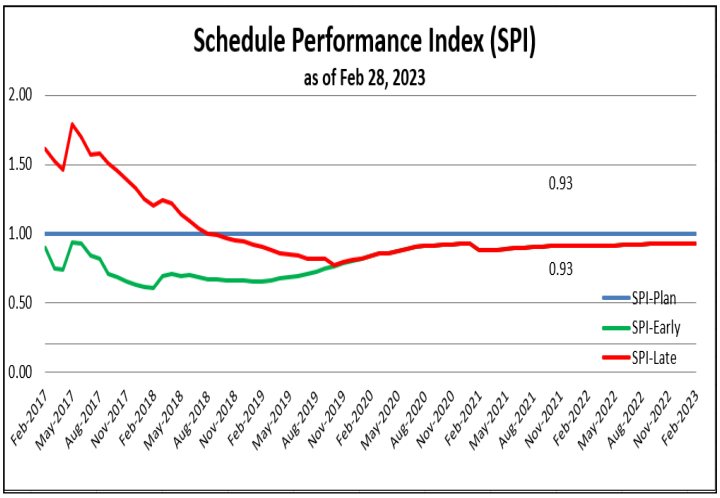
The February update forecasts a June 14, 2023, Substantial Completion date, 1048 calendar days later than the contractual milestone date of July 31, 2020. The critical path is to replace non-conforming electrical panel enclosures at Overlake Village Station. The E750 systems contractor has been granted access to all work areas.

Activity Name	Start	Finish
E360 Construction	13-Jul-16 A	15-Jun-23
Base Contract	13-Jul-16 A	15-Jun-23
Design	13-Jul-16 A	11-May-21 A
Construction	13-Jul-16 A	15-Jun-23
General	13-Jul-16 A	14-Jun-23
Project Milestones	13-Jul-16 A	14-Jun-23
Notice to Proceed	13-Jul-16 A	
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A
Milestone 3B Substantial Completion (31-Jul-2020)		14-Jun-23*
WA #1 - Track Slab Guideway	22-May-17 A	08-Dec-20 A
WA #2 - Aerial Guideway	01-Jun-17 A	20-Nov-20 A
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A
WA #4 - Overlake Village Station	14-Jul-16 A	15-May-23
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	23-Jul-21 A
WA #6 - Overlake Transit Center	01-May-17 A	25-Apr-23
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	18-Aug-21 A
WA #8 - OTC Pedestrian Bridge	10-Aug-20 A	15-Jun-23
Change Orders	24-Jul-19 A	31-Mar-23
PCO188/ NCR090 - Garage Beam Cracking	24-Jul-19 A	31-Mar-23



Schedule Performance Index

E360 contract substantial completion date was planned for July 2020 and is currently anticipated to occur in Q2 2023. Remaining work to achieve substantial completion includes completing the garage repair and lighting testing and commissioning at RTS as well as punch list items at RTS and Park Place, Sweeper Site and SR520. By definition, at substantial completion the schedule performance index is 1.0, which denotes all planned work is completed.



Next Period's Activities

- Complete lighting testing and commissioning at RTS.
- Continue punch list work at RTS and Park Place, Sweeper Site and SR520.

Closely Monitored Issues

- Closeout work for completion and turnover of all sites.



Redmond Technology Station and Garage

Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	$225,336,088
Change Order Value	$8,256,267
Current Contract Value	$233,592,355
Total Actual Cost (Incurred to Date)	$217,605,913
Percent Complete	97.96%
Authorized Contingency	$22,533,609
Contingency Drawdown	$8,256,267
Contingency Index	2.7

Table Excludes Betterment



Redmond Technology Station Transit Loop

Contract E750 – Systems Heavy Civil GC/CM

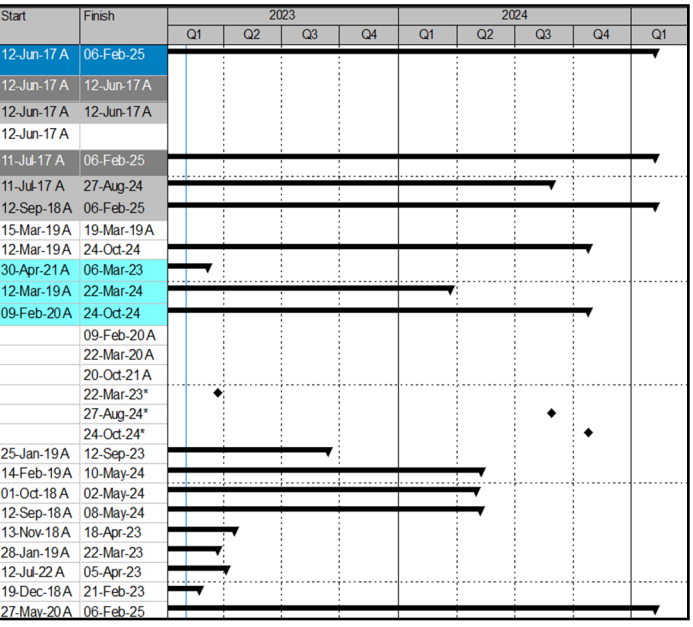
Current Progress

- Ongoing coordination meetings for interface and access points with the civil contracts.
- Communication testing and installation of equipment continues along the alignment from E130 to E360 civil segments.
- Installation of signal cable and signal equipment testing continues along the alignment from E130 to E360 civil segments.
- Continued live wiring testing between South Bellevue and Redmond Technology Stations.

Schedule Summary

The January update projects an October 24, 2024, Substantial Completion Date, 878 calendar days later than the contractual milestone date of May 30, 2022. As of the time of this report, a February update has not yet been submitted by the contractor. The critical path for this contract is driven by track handover from the E130 contractor, which is significantly delayed.

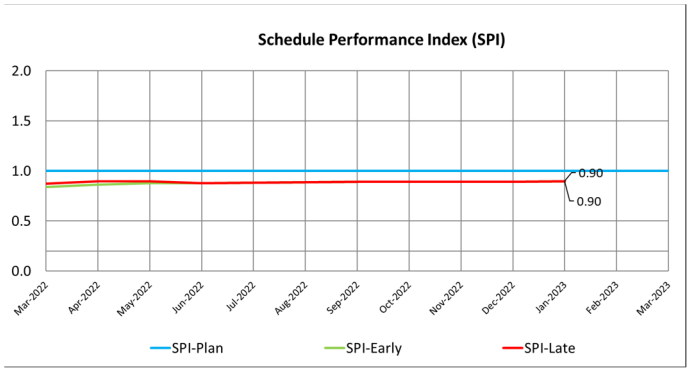
Activity Name	Start	Finish
E750 Construction	12-Jun-17 A	06-Feb-25
General	12-Jun-17 A	12-Jun-17 A
Key Dates	12-Jun-17 A	12-Jun-17 A
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-17 A	
E750 Project	11-Jul-17 A	06-Feb-25
E750 Engineering	11-Jul-17 A	27-Aug-24
E750 Construction	12-Sep-18 A	06-Feb-25
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A
E750 Milestones	12-Mar-19 A	24-Oct-24
E750 Project Milestones	30-Apr-21 A	06-Mar-23
E750 Access Dates	12-Mar-19 A	22-Mar-24
E750 Contract Milestones	09-Feb-20 A	24-Oct-24
MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)		09-Feb-20 A
MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27)		22-Mar-20 A
MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (08/02/21)		20-Oct-21 A
MS#08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tele) (09/30/21)		22-Mar-23*
MS#09a East link: Install & Test completion of East Link Systems (03/31/22)		27-Aug-24*
MS#09B East link: Substantial completion of East Link Systems (05/30/22)		24-Oct-24*
E750 SCCCRM	25-Jan-19 A	12-Sep-23
E750 OCS	14-Feb-19 A	10-May-24
E750 Traction Power / Substations	01-Oct-18 A	02-May-24
E750 Signals	12-Sep-18 A	08-May-24
E750 Communications	13-Nov-18 A	18-Apr-23
E750 Radio	28-Jan-19 A	22-Mar-23
E750 SCADA	12-Jul-22 A	05-Apr-23
E750 Trunk Fiber	19-Dec-18 A	21-Feb-23
E750 Testing and Commissioning	27-May-20 A	06-Feb-25



Schedule Performance Index

Performance is for January 2023 as February 2023 has not been submitted. The SPI-Early is 0.90 and SPI-Late is 0.90. The SPI index indicates the contractor is behind early/late planned work compared to the baseline plans.

The lagging is due to delayed access to civil segments, primarily within E130 and access. The ELE team continues to monitor and evaluate various mitigation options should the late plans continue to slip further.



Next Period's Activities.

- Ongoing meetings between systems and civil contractors for interface and access points for respective contracts.
- Ongoing installation of feeder cables for energization and local testing.
- Continued live wiring and train control signal systems testing between South Bellevue and Redmond Technology Stations.

Closely Monitored Issues

- Systems integration testing between South Bellevue Stations
- Procurement of the pedestrian crossing enhancement hardware and installation.
- Procurement and installation of signal system changes needed to convert South Bellevue Station to a terminal for the East Link Starter Line.
- Delivery and testing of the PIMS software.



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	$255,768,128
Change Order Value	$7,615,895
Current Contract Value	$263,384,023
Total Actual Cost (Incurred to Date)	$236,743,220
Percent Complete	94.35%
Authorized Contingency	$12,788,406
Contingency Drawdown	$7,615,895
Contingency Index	1.65

**The N830 and E750 Systems is a joint procurement. The table above represents E750 Systems only.*



Line Crew Working on Overhead Catenary System

Link Light Rail
Everett Link Extension

Project Summary

Scope

Limits — The Everett Link Extension consists of 16.3 miles of light rail from Lynnwood Transit Center to Everett Station.

Alignment — The project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/ Evergreen Way, and Everett Station.

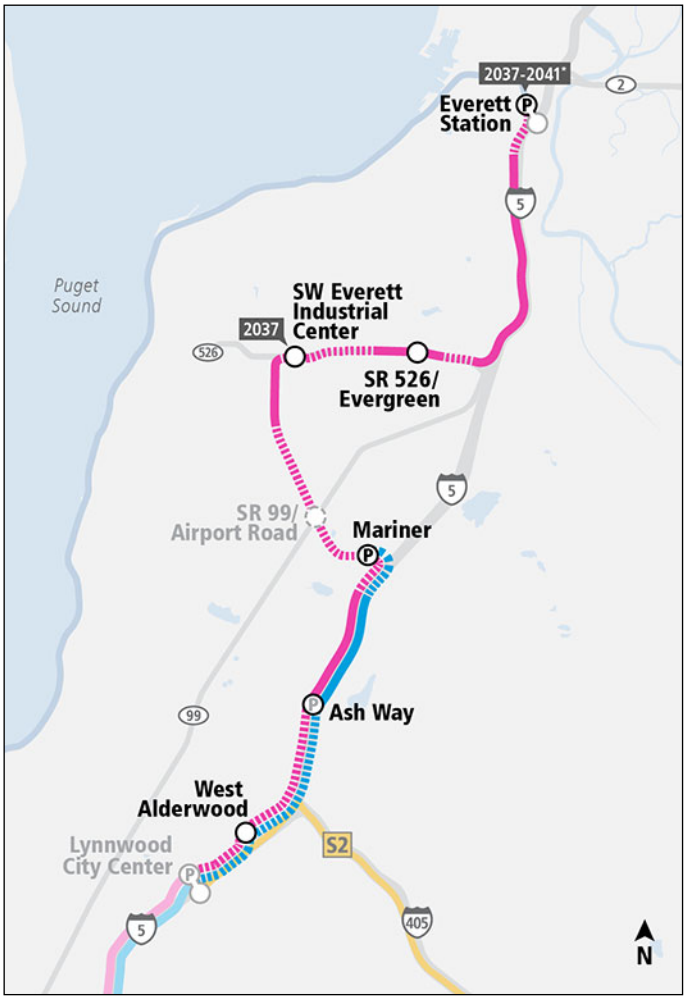
Stations — The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen, and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

Systems — Signals, track electrification, SCADA communication, Operations and Maintenance Facility North (OMF North)

Phase — Planning

Budget — $197 Million (Project Development—Phase 1 Alternatives Development)

Schedule — Target Dates:
SW Everett Industrial Station, 2037
Everett Station, 2037
Parking at Mariner & Everett, 2046



Map of Everett Link Extension

Key Project Activities

- Held SEPA EIS scoping and public comment period January 23 through March 10.
- Sound Transit Board of Directors approved execution of a multi-jurisdictional partnering agreement with the cities of Everett and Lynnwood, Snohomish County, and Community Transit for the project.
- Sound Transit Board of Directors approved contract modifications with Kimley-Horn and Associates, Inc. to provide additional project development services for Phase 1 and to exercise the option for Phase 2 services.
- Hosted a tour of the project corridor with the Elected Leadership Group and jurisdictional staff.
- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County, Community Transit, Puget Sound Regional Council and WSDOT regarding alternatives development process.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

During the annual budget cycle $9M was added to the project to fund right-of-way acquisition. The current Authorized Project Allocation is for completion of preliminary engineering. In February 2023, $1M was incurred. The major project expenditures were for administration and preliminary engineering.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$34.2	$6.7	$6.5	$34.2	$0.0
Preliminary Engineering	$128.5	$17.6	$15.4	$128.5	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$13.2	$0.4	$0.2	$13.2	$0.0
Construction	$1.0	$0.6	$0.6	$1.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$20.1	$0.4	$0.3	$20.1	$0.0
Total	**$196.9**	**$25.8**	**$23.0**	**$196.9**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$1.0	$0.6	$0.6	$1.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$1.0**	**$0.6**	**$0.6**	**$1.0**	**$0.0**
60 Row, Land	$19.0	$0.4	$0.3	$19.0	$0.0
80 Professional Services	$161.3	$24.7	$22.1	$161.3	$0.0
90 Unallocated Contingency	$15.7	$0.0	$0.0	$15.7	$0.0
Total (10 - 90)	**$196.9**	**$25.8**	**$23.0**	**$196.9**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Link Light Rail
Everett Link Extension

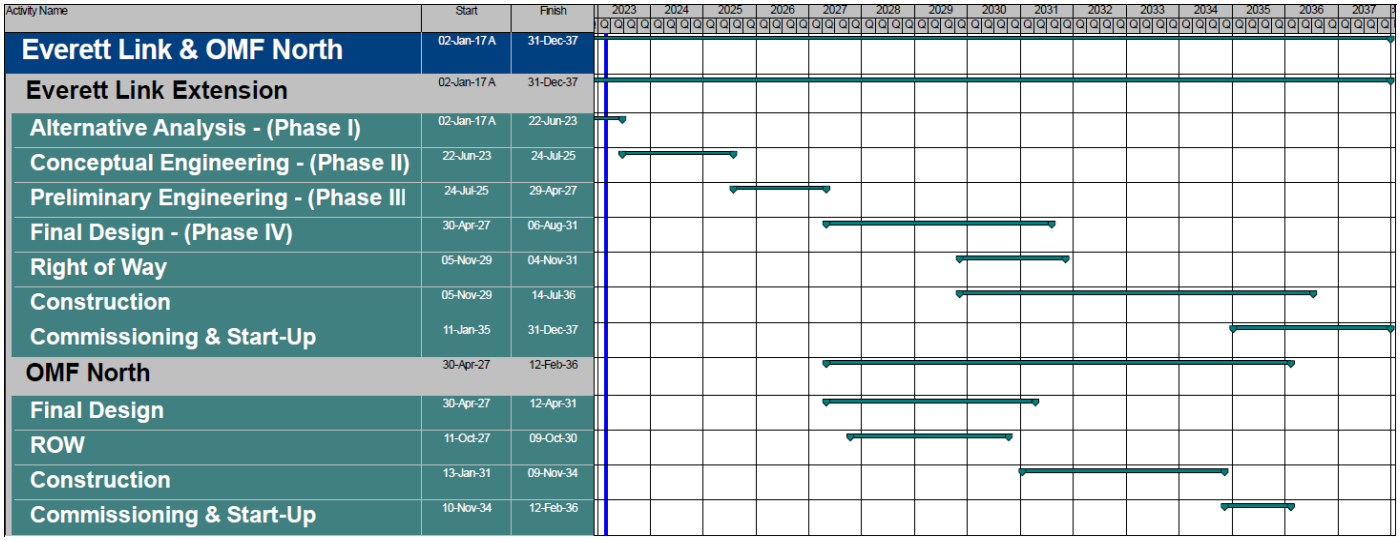
Risk Management

The following are the top cost and schedule project risks:

- Emerging schedule delay risk due to confirming environmental review process with third parties.
- Potential risks associated with engineering challenges over lengthy and varied geography and limited design yet to be investigated. Further design as project advances.
- Potential risks associated with real estate acquisition process and yet unknown ROW needs in early design.
- Potential risks associated with challenge of consensus with partners on site selection for OMF North.
- Comparative cost estimates for OMF North are trending slightly higher than the current Finance Plan Estimate. A QRA and Value Engineering will be conducted in Q1/Q2, which could result in revisions to the existing estimate range.

Project Schedule

Phase 1 work is maintaining the current schedule. Developing the scope of work for Phase 2 is nearing completion. Completion of Phase 1 work remains Q2 2023, with Board identification of a preferred alternative and other alternatives for study in environmental review. ST staff are currently evaluating the durations of both conceptual and final designs and will update the schedule based on the outcome of those efforts. Parking at Mariner and Everett retains a target date of 2046. The summary schedule shown reflects the current target dates for both the LRT alignment and the OMF facility.



Community Engagement

- Hosted the scoping online site January 23 through March 10, in English, Spanish, Russian and Korean.
- Held two scoping public webinars, one in person public meeting, and one scoping Tribal and agency webinar.
- For scoping, sent out information via mail, email and media to the general public and community and agency partners.
- Continued coordination with Mariner Community Campus, Connect Casino Road, and Achilles.
- Hosted a table at Housing Hope, Los Gavilanes, Pacific Market, City of Everett Open House, Connect Casino Road vet clinic, and Everett Station to provide scoping and project information to the public.
- Provided a project briefing on scoping and Alternatives Development to the Downtown Everett Association, LETI TeVe Virtual Live Event, Alderwood Community Church, The Village on Casino Road, the Lynnwood Planning Commission, and the Snohomish County Planning Commission.
- Continued coordination with Community Foundation of Snohomish County, Connect Casino Road, Futurewise, Housing Authority of Snohomish County, and Latino Educational Training Institute.
- Meeting with Stillaguamish Tribe of Indians.
- Continued coordination with partner agencies including City of Lynnwood, City of Everett, Snohomish County and Community Transit regarding community engagement.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Variance between planned and actual FTE average is expected to continue through the first half of 2023, as Phase 2 to start in July 2023.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	22.1	17.0	5.1
Consultants	44.0	23.4	20.6
TOTAL	66.1	40.4	25.7

** An FTE is the equivalent to 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

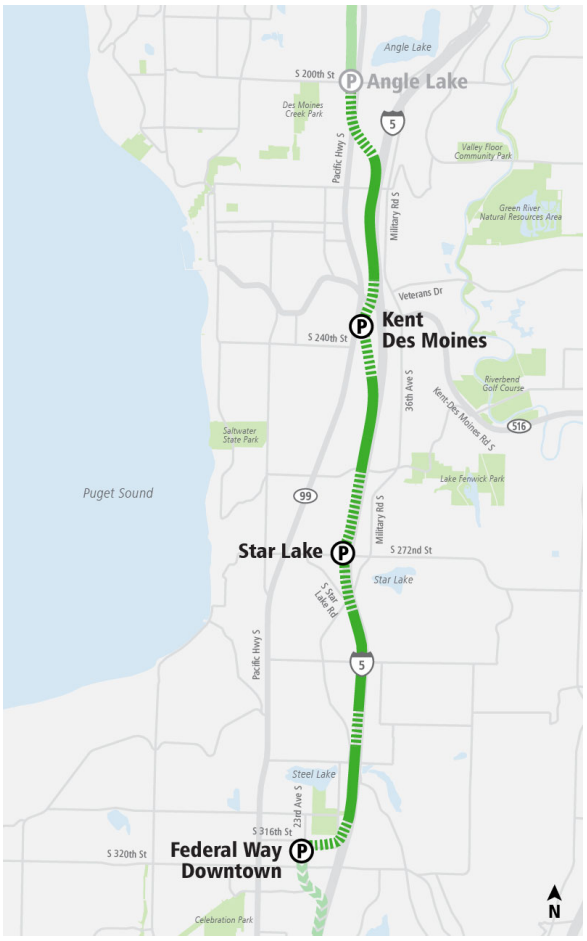
Board Action	Description	Date
M2023-14	Partnering Agreement with the Cities of Everett and Lynnwood, Snohomish County and Community Transit for the Everett Link Ext and OMF North	2/23/2023
M2023-15	Contract Modification with Kimley-Horn & Associates, Inc. for the Everett Link Ext & OMF North	2/23/2023

Link Light Rail
Federal Way Link Extension

Project Summary

Scope

Limits	The Federal Way Link Extension (FWLE) adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.
Alignment	The extension generally parallels SR 99 and I-5 freeway.
Stations	Station and garages at Kent Des Moines (KDM), Star Lake (SL), and the Federal Way Downtown (FWD)
Systems	Signals, traction power, and communications (SCADA)
Phase	Final Design/Construction
Budget	$2.45 Billion (ST Baseline September 2018)
Schedule	Revenue Service: December 2024** *(under evaluation due to Structure C impact and to be revised beyond this date)*



Map of Federal Way Link Extension

Key Project Activities

- F200 progress detail highlights are reflected on last two pages of the FWLE section and concrete work continues throughout the alignment.
- Structure C tangent pile package passed IFC stage, the verification of the Bridge Design Submittals for IFC is almost completed. Continue temporary work at Structure C including access road and drill pad installation. **Str C negotiations continue for impacts that will likely influence a new RSD.
- The first Traction Powered Substation (TPSS) was delivered in the City of Des Moines.
- Traffic mitigation design key activities are reflected in another section of this report.
- Project team continues coordinating utility relocations that are necessary in future station areas.
- Ongoing ROW acquisition and relocations continued related to Traffic Mitigation and some F200 parcels.

Project Cost Summary

The project cost is summarized below in two cost categories; first cost table in accordance with Sound Transit's budget Work Breakdown Structure (WBS) and second cost table in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. The tables below represent the Board-authorized FWLE project budget. Vehicles, P65 contingency, and finance charges included in the FTA FFGA budget of $3.1B are not shown.

This period approximately $45.1M was incurred. Of which $34.5M in the Construction phase comprised mainly for F200 contract; Construction Services phase at $4.5M for DBPM contract; Right-of-Way at $4.7M and Third Party phases at $0.4M; and remaining expenditures in Preliminary Engineering, Final Design and Administration phases. Overall the project Estimate at Completion continues to reflect $2.45B.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$96.5	$96.5	$46.4	$45.5	$96.5	$0.0
Preliminary Engineering	$46.5	$46.1	$45.6	$45.4	$46.1	$0.0
Final Design	$3.1	$6.1	$4.0	$3.3	$6.1	$0.0
Construction Services	$107.0	$156.2	$101.8	$81.1	$156.2	$0.0
3rd Party Agreements	$27.7	$37.7	$25.3	$18.8	$37.7	$0.0
Construction	$1,831.9	$1,770.0	$1,443.7	$990.6	$1,770.0	$0.0
ROW	$338.8	$338.8	$227.1	$225.5	$338.8	$0.0
Total	**$2,451.5**	**$2,451.5**	**$1,893.9**	**$1,410.2**	**$2,451.5**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$523.0	$155.2	$406.0	$271.0	$512.7	-$357.5
20 Stations	$318.9	$105.2	$301.9	$183.3	$334.5	-$229.3
30 Support Facilities	$5.3	$4.6	$11.6	$8.0	$4.9	-$0.4
40 Sitework & Special Conditions	$558.4	$1,169.0	$484.6	$335.8	$574.0	$595.0
50 Systems	$153.8	$49.6	$125.6	$83.5	$152.2	-$102.6
Construction Subtotal (10 - 50)	**$1,559.4**	**$1,483.5**	**$1,329.8**	**$881.6**	**$1,578.3**	**-$94.9**
60 Row, Land	$341.6	$338.8	$227.1	$225.5	$338.8	$0.0
70 Vehicles	$1.8	$1.8	$0.0	$0.0	$1.8	$0.0
80 Professional Services	$370.7	$398.0	$337.0	$303.1	$303.2	$94.9
90 Unallocated Contingency	$178.1	$229.5	$0.0	$0.0	$229.5	$0.0
Total (10 - 90)	**$2,451.5**	**$2,451.5**	**$1,893.9**	**$1,410.2**	**$2,451.5**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The FWLE project budget was baselined in September 2018 with a total contingency of $549.9M. Additional contingency of $460.0M (FTA P65 requirement in FFGA) is not reflected in the below contingency status. The current contingency balance is $449.1M.

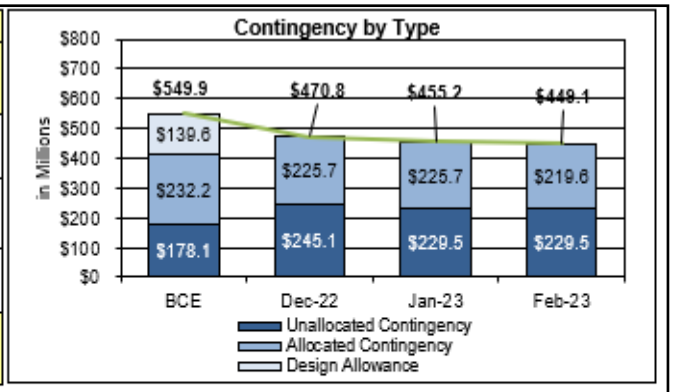
Design Allowance (DA) has been used and is no longer reported.

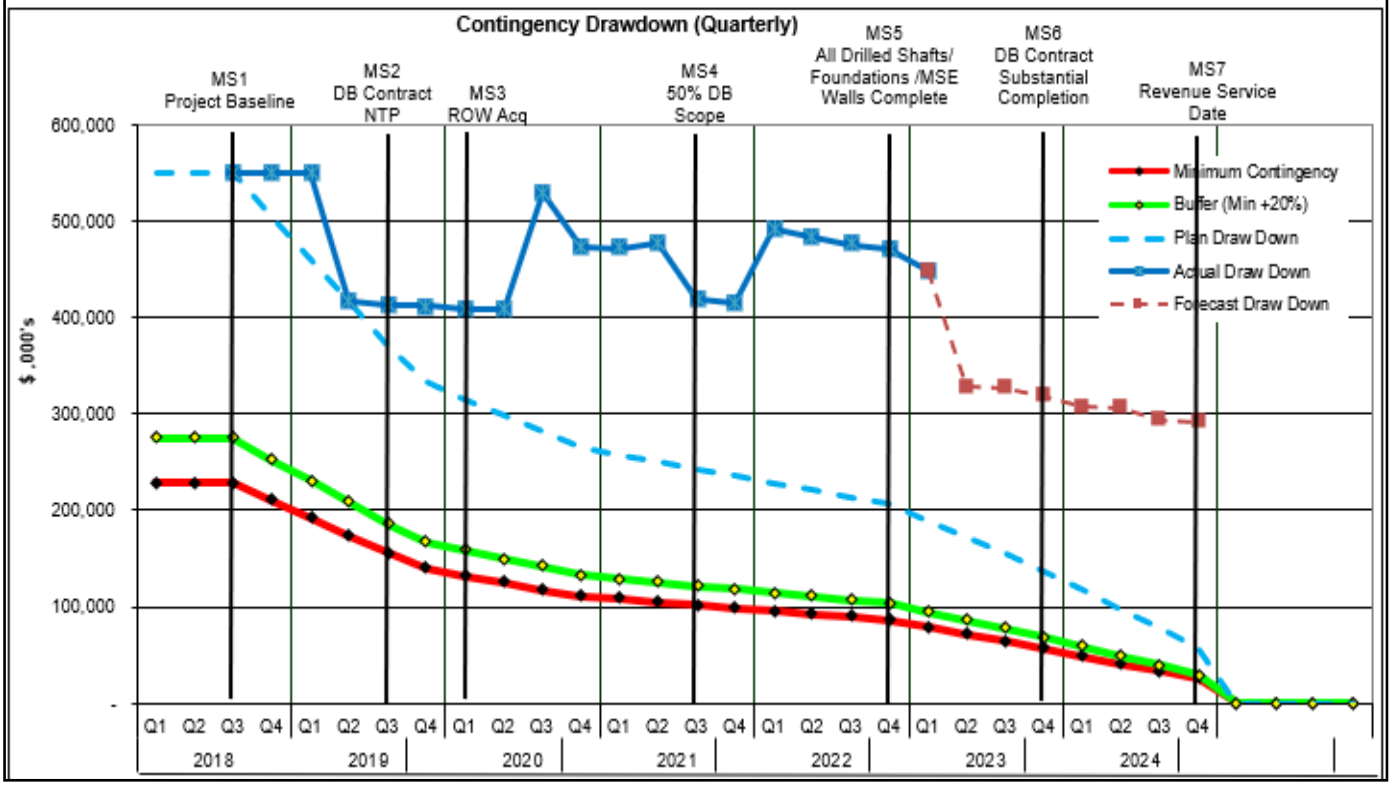
Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. During this period the overall AC was reduced by $6M due to a F200 executed change orders and $0.06M Third Party change order.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC remains unchanged.

Contingency Status	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$139.6	5.7%	$0.0	0.0%
Allocated Contingency	$232.2	9.5%	$219.6	21.1%
Unallocated Contingency	$178.1	7.3%	$229.5	22.0%
Total:	**$549.9**	**22.4%**	**$449.1**	**43.1%**

Table figures are shown in millions





Risk Management

Changes to the projects top risks are reflected below:

- F200 Contractors identified Structure C design solution will result in cost & schedule impacts to the contract and Milestone 5.
- Overlap between the F200 Design Builder's presence at Structure C interferes with the SR-509 project construction creates delay and inefficiency costs to the project.
- The integration of additional requirements for facilities and/or Systems (by ST and AHJs) could result in cost and schedule impacts.
- Wabtec staff are not available to support SCADA and PIMS deployment on the FWLE project, thus delaying Kiewit's completion and RSD.
- ROW possession and use and acquisition suffer delays or legal challenges, preventing the parcel from being acquired before it is needed for construction, further delaying the schedule of F210 construction.
- Known third party utility relocation may not occur as scheduled, resulting in cost and schedule impacts.
- The integration of additional scope by AHJs (e.g. betterments) could result in cost and schedule impacts.
- The existing ST fiber-optic backbone might be insufficient to support the connection requirements of the project, resulting in cost and schedule impacts.
- Post Milestone 5 delays to occur as a pending revision to RSD.
- Additional scope is identified at the end of construction (above current expectations and scope), resulting in cost and schedule impacts to the project.



WA2.3 STR C Grading CO6 Embankment

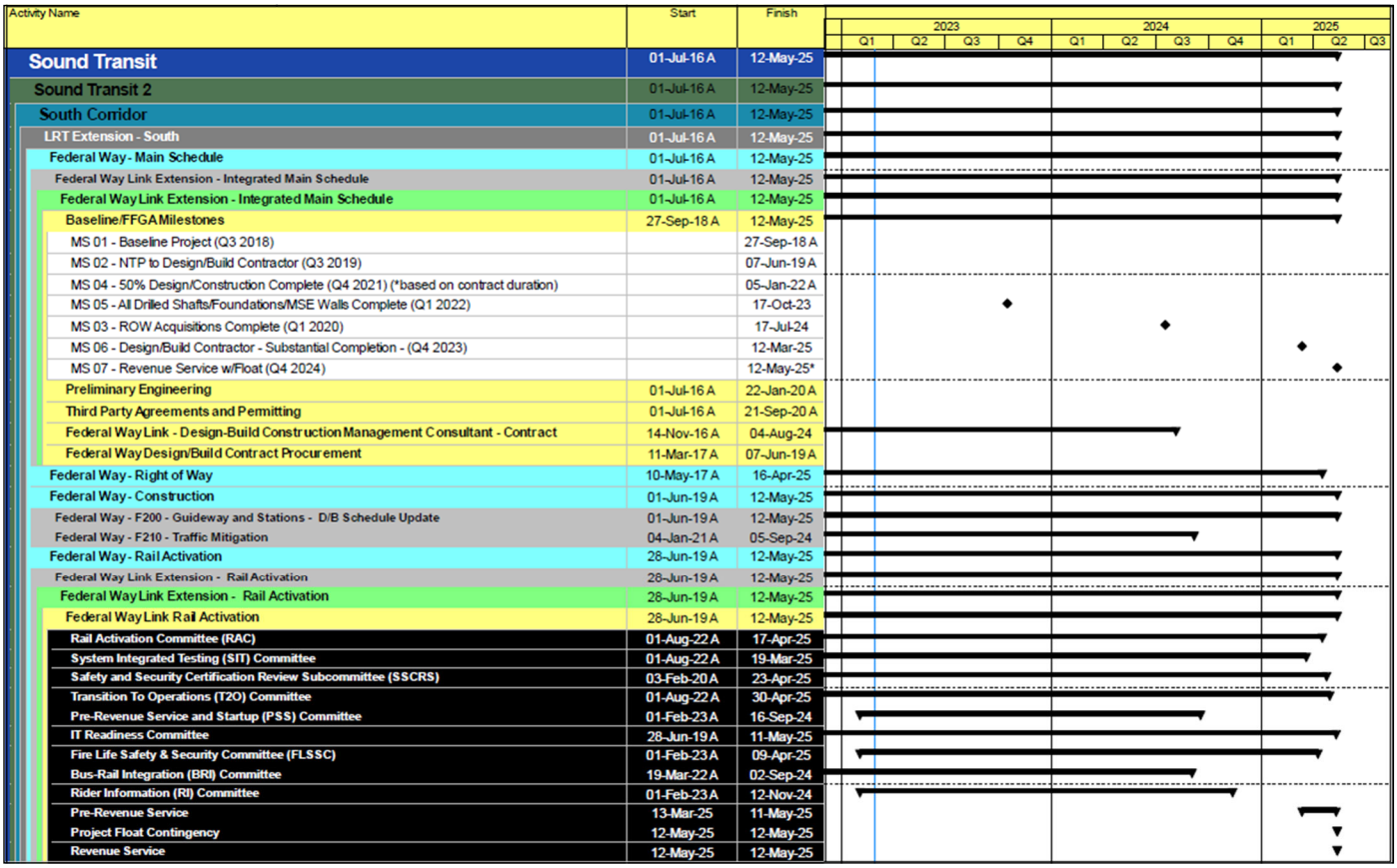


WA3.5 RSS Wall Removal

Project Schedule

The calculated weighted percent complete of the major construction contracts is 69.5%. The weighted percent complete and the graphics below do not account for the potential cost and schedule impact of F200 Structure C Long Span. The F200 February 2023 contract schedule is still under review.

FFGA Milestone #3 is trending to be finished by Q3 2024 due to delays in acquiring several F200 DB properties. The ROW team continues appraisals and acquisitions for the F210 traffic mitigation properties. Next, the F210 100% design is nearly complete. The F210 Final Designer completed the 90% MEF and WSDOT documentation. In addition, the F210 Final Designer continues work on the final geotechnical and environmental reports, final drainage reports, master utility agreement, and internal cost estimates.



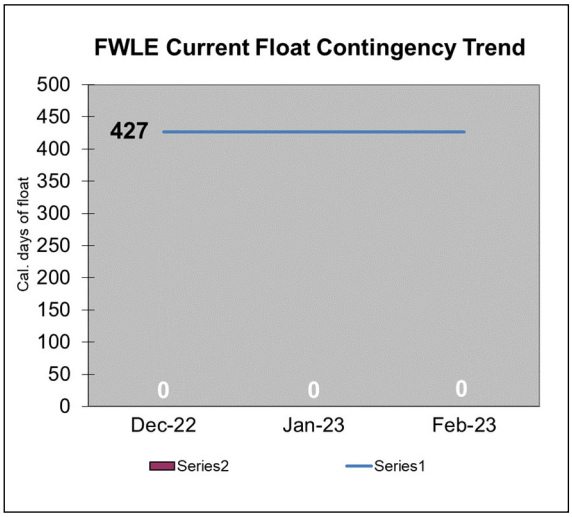
Activity Name	Start	Finish
Sound Transit	01-Jul-16 A	12-May-25
Sound Transit 2	01-Jul-16 A	12-May-25
South Corridor	01-Jul-16 A	12-May-25
LRT Extension - South	01-Jul-16 A	12-May-25
Federal Way - Main Schedule	01-Jul-16 A	12-May-25
Federal Way Link Extension - Integrated Main Schedule	01-Jul-16 A	12-May-25
Federal Way Link Extension - Integrated Main Schedule	01-Jul-16 A	12-May-25
Baseline/FFGA Milestones	27-Sep-18 A	12-May-25
MS 01 - Baseline Project (Q3 2018)		27-Sep-18 A
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-19 A
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		05-Jan-22 A
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		17-Oct-23
MS 03 - ROW Acquisitions Complete (Q1 2020)		17-Jul-24
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		12-Mar-25
MS 07 - Revenue Service w/Float (Q4 2024)		12-May-25*
Preliminary Engineering	01-Jul-16 A	22-Jan-20 A
Third Party Agreements and Permitting	01-Jul-16 A	21-Sep-20 A
Federal Way Link - Design-Build Construction Management Consultant - Contract	14-Nov-16 A	04-Aug-24
Federal Way Design/Build Contract Procurement	11-Mar-17 A	07-Jun-19 A
Federal Way - Right of Way	10-May-17 A	16-Apr-25
Federal Way - Construction	01-Jun-19 A	12-May-25
Federal Way - F200 - Guideway and Stations - D/B Schedule Update	01-Jun-19 A	12-May-25
Federal Way - F210 - Traffic Mitigation	04-Jan-21 A	05-Sep-24
Federal Way - Rail Activation	28-Jun-19 A	12-May-25
Federal Way Link Extension - Rail Activation	28-Jun-19 A	12-May-25
Federal Way Link Extension - Rail Activation	28-Jun-19 A	12-May-25
Federal Way Link Rail Activation	28-Jun-19 A	12-May-25
Rail Activation Committee (RAC)	01-Aug-22 A	17-Apr-25
System Integrated Testing (SIT) Committee	01-Aug-22 A	19-Mar-25
Safety and Security Certification Review Subcommittee (SSCRS)	03-Feb-20 A	23-Apr-25
Transition To Operations (T2O) Committee	01-Aug-22 A	30-Apr-25
Pre-Revenue Service and Startup (PSS) Committee	01-Feb-23 A	16-Sep-24
IT Readiness Committee	28-Jun-19 A	11-May-25
Fire Life Safety & Security Committee (FLSSC)	01-Feb-23 A	09-Apr-25
Bus-Rail Integration (BRI) Committee	19-Mar-22 A	02-Sep-24
Rider Information (RI) Committee	01-Feb-23 A	12-Nov-24
Pre-Revenue Service	13-Mar-25	11-May-25
Project Float Contingency	12-May-25	12-May-25
Revenue Service	12-May-25	12-May-25

Project Float

Federal Way Link Extension was baselined with 427 days of project float contingency. Currently, the project is reporting zero days of project float contingency remaining. The decrease in project float contingency is caused by the continued impact of poor soil conditions at Structure C.

Sound Transit and the Design-Builder (DB) conducted several workshops in Q4 2022 to collaborate on how to best mitigate the impact of the Structure C delay. The DB completed the critical tangent pile wall design on 17-Feb-23 and has started construction of this work. The long span 90/100% design is under review and is forecasted to be complete by the end of Q1 2023.

Note: Str. C negotiations are underway for impacts that will influence a new Revenue Service Date.

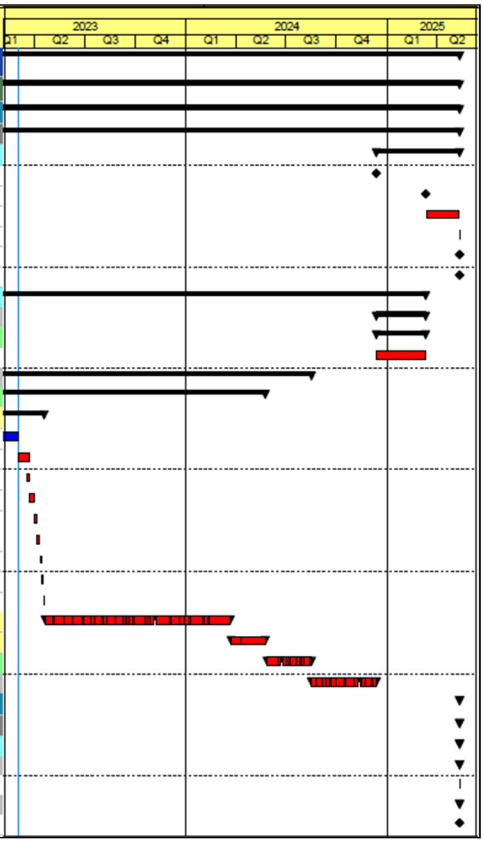


Critical Path Analysis

The critical path to revenue service commences with Structure C physical construction, which includes shoring walls for drill shafts, installation of drill shafts, columns, girder erections, diaphragms, deck pours, and installation of direct fixation track. Also on the critical path at Segment 2 is OCS system installation, commissioning, system integration testing (SIT), substantial completion inspection, and pre-revenue service operations.

Note: Str. C negotiations are underway for impacts that will influence a new Revenue Service Date.

Activity ID	Activity Name	Start	Finish
Sound Transit		21-Jul-22 A	12-May-25
LRT Extension - South		21-Jul-22 A	12-May-25
Federal Way - Construction		21-Jul-22 A	12-May-25
F200 Federal Way Link Extension - Schedule Update - D/B Contractor		21-Jul-22 A	12-May-25
Contract Milestones		11-Dec-24	12-May-25
CMILE.1050	Prepare for Substantial Completion		11-Dec-24
CMILE.1060	Substantial Completion		12-Mar-25
CMILE.1070	60-Day Pre-Revenue Operations	13-Mar-25	11-May-25
CMILE.1080	30-Day Sound Transit–Controlled Float	12-May-25	12-May-25
CMILE.1100	Ready for Revenue Service		12-May-25
CMILE.2000	MS 5 - Acceptance of All Work (05-Aug-24)		12-May-25*
Construction		21-Jul-22 A	12-Mar-25
General		12-Dec-24	12-Mar-25
Project Management		12-Dec-24	12-Mar-25
PM.3010	Substantial Completion Inspection (By ST)	12-Dec-24	12-Mar-25
Segment 2 Construction [STA 1112+99 to 1227+29]		21-Jul-22 A	15-Aug-24
Work Area 2.3 Construction [STA 1181+07 to 1194+86] (ELEVATED)		21-Jul-22 A	24-May-24
General Site Work (WA-2.3)		21-Jul-22 A	17-Apr-23
GSW2.3.52.10.040	Build Structure C Drilled Shaft Access - Delay - Additional Design/Geotechnical Evaluations	21-Jul-22 A	01-Mar-23
GSW2.3.50.40.1	Build Structure C Drilled Shaft Access Prep (WA-2.3) - Hilliker North Heading Remaining	01-Mar-23	21-Mar-23
GSW2.3.50.61	Build Structure C Drilled Shaft Access Prep (WA-2.3) - Temp Access Cut Wall North Embankment -	15-Mar-23	21-Mar-23
GSW2.3.70.10	Install Shoring Wall - C06 Drilled Shafts - Drill Piles	22-Mar-23	30-Mar-23
GSW2.3.70.20	Install Shoring Wall - C06 Drilled Shafts - Lagging (Lift 1 and 2)	31-Mar-23	03-Apr-23
GSW2.3.70.30	Install Shoring Wall - C06 Drilled Shafts - Tieback (Row 1)	04-Apr-23	07-Apr-23
GSW2.3.70.40	Install Shoring Wall - C06 Drilled Shafts - Lagging (Lift 3, 4, and 5)	10-Apr-23	12-Apr-23
GSW2.3.70.50	Install Shoring Wall - C06 Drilled Shafts - Tieback (Row 2)	13-Apr-23	14-Apr-23
GSW2.3.70.60	Install Shoring Wall - C06 Drilled Shafts - Lagging (Lift 6 and 7)	17-Apr-23	17-Apr-23
Structures (WA-2.3)		18-Apr-23	21-Mar-24
Trackwork (WA-2.3)		22-Mar-24	24-May-24
Systems (Segment 2)		28-May-24	15-Aug-24
Commissioning		16-Aug-24	11-Dec-24
Federal Way - Rail Activation		12-May-25	12-May-25
Federal Way Link Extension - Rail Activation		12-May-25	12-May-25
Federal Way Link Rail Activation		12-May-25	12-May-25
Project Float Contingency		12-May-25	12-May-25
A1180	Project Float Contingency	12-May-25	12-May-25
Revenue Service		12-May-25	12-May-25
A1170	Revenue Service (12/31/2024)		12-May-25*



Traffic Mitigation Design

Key Traffic Mitigation Issues:

- Zayo master agreement approved at CCB on 2/28.
- Coordination on going with ST/AHJ's/etc. to prep for 100% deliverable work.
- Continued coordination on alternative to Kent stormwater pipe and PSE gas line along 272nd (use of excess capacity in Pond SL-B).
- Coordinating WSDOT Channelization Plan revisions.
- WSDOT identified need for Interchange Control Evaluation for 3 intersections.

Closely Monitored Issues

- F210 ROW acquisition.
- Continued coordination on Kent stormwater pipe and PSE gas line along 272nd.

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Federal Way Link Extension Property Acquisition Status

ACQUISITION				RELOCATION	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date**	**Relocations Required**	**Relocations Completed to date**
275	371	438	389	444	437

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners.

Board Approved: Based on parcels and properties (including multi-unit acquisitions).

Offers/Closings: Based on inclusive offers made to separate owners and interest holders.

Relocations: Based on number of affected individuals, in the case of FWLE 18 parcels added for traffic mitigation and 5 parcel added to board approved 4/1/2022.

Community Engagement

- Staffed a table at City of Federal Way Mayor's State of the City.
- Staffed a table at El Centro Skate and Connect hosted by El Centro de la Raza.
- Hosted a Hot Cocoa event to share a general overview of construction with 30th Ave S residents.
- Coordinated Temporary Construction Easement closure.
- Coordinated demolition work at Newport Apartment.
- Coordinated with property owners along I-5 for fence removal and installation.



Photo of City of Federal Way State of the City

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants, represented as a constant over the year. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The project team has updated the Planned FTE Monthly Average estimate for the year.

Overall, the project FTE is 13.7 less the staffing plan for this period. DBPM Services is higher than plan this period while addressing Design-Build contractor activities involving change management, minor design and major construction oversight that involves drilled shafts, guideway, parking garages, stations, utility work, and other civil work (including Structure C soil issues). ST staff is 16.7 under plan, however there are a few vacancies in the project that are in the process of being filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	46.8	30.1	16.7
Consultants	81	84.0	(3.0)
TOTAL	127.8	114.1	13.7

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	February 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	14
Days Away From Work Cases	0	0	6
Total Days Away From Work	28	59	87
First Aid Cases	8	10	57
Reported Near Mishaps	0	1	14
Average Number of Employees on Worksite	572	-	-
Total # of Hours (GC & Subs)	101,438	193,631	1,962,300
OSHA Incident Rates	**Monthly Average**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	0.00	1.43
Lost Time Injury (LTI) Rate	0.00	0.00	0.61
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Current Progress

Status at the close of February 2023, the baseline schedule confirmed completion: Contract total = 69.5%, Construction = 63.2%, and Design = 97.8%. Significant construction progress occurred on all segments in relation to: Guideway (track construction, systems duct bank, sub-ballast, superstructure and substructure). Construction progressed for KDM Station and Garage, Star Lake Station & Garage and Federal Way Downtown (FWD) garage, station, and End of Line Facility (EOL).

Design:

- DB submitted 90/100% design package. DBPM reviewing 90-100% design package.

Construction:

- Guideway substructure and superstructure construction continued in (all Segments except 2.3): Extensive substructure and superstructure in work areas 1.1, 1.3, 2.4, 3.4, and 3.8. Structure C progress table will be shown next period.

Details	Progress	Details	Progress	Details	Progress	Details	Progress	Details	Progress	Details	Progress
Drilled Shafts	100%	Columns	100%	Caps and Straddles	100%	Girder Erection	100%	Abutments	100%	Decks	100%

- Track: Corridor Wide: Direct fixed track – plinths =46%, Sub Ballast = 37%, Ballast = 27%, Ties =27%, Slabs and Matts = 49%, Rails = 17%. WA 1.1 Skeletonize track. WA 1.2 Ballasted track. WA 1.3 Final align. WA 2.1 skeletonize track and form plinths.
- Noise wall, MSE wall, and CIP wall construction in work areas 1.2, 2.2, 2.3, 2.4, 3.1, 3.3, 3.5 and 3.7.
- TPSS S02: Delivery and setting of TPSS-S02 House. Grounding installation. TPSS S03: Wall and slab work.
- KDM Station (44.2% complete): KDM Garage (70.1% complete).
- Structure C: Northern cut walls for access road and tangent shaft headings. Install soldier pile and lagging walls.
- Star Lake Station (16.9% complete): Platform slabs, elevator and mechanical room construction. Elevator steel and various electrical work .
- Star Lake Garage (55.0% complete): PT closure Strips, PT deck, wall, and column work. Plumbing installations.
- FWD and EOL (29.1% complete) and FWD Garage modification (16.4% complete) continues.
- Milestone 2: SR99 Bridge pending acceptance. NCR issued for bridge flatness, DB proposed plan to repair, NCR currently in review with WSDOT.
- Milestone 3: Segment 1 OCS wire run installation, followed by testing and verification prior to TPSS S02 acceptance.



WA3.7 Wall R1363 Slab Concrete Formation



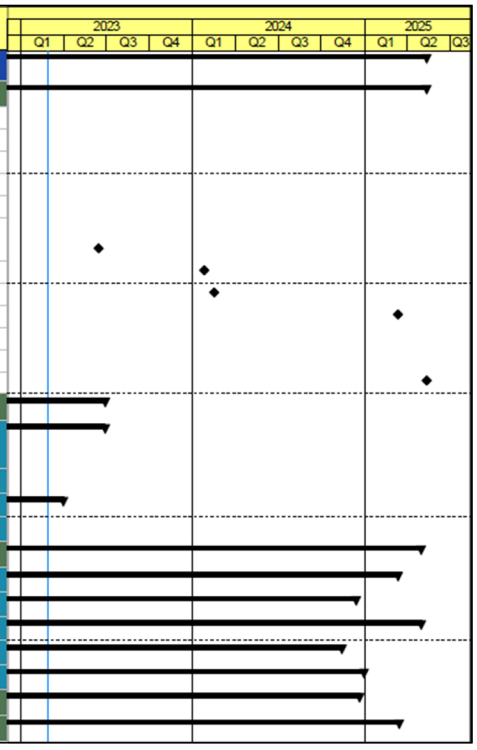
WA3.5 TPSS-06 Excavation

Schedule Summary

The February 2023 F200 schedule is pending review and shall conclude soon. The Design-Builder (DB) reported contract Milestone #2 was achieved by 04-Nov-22. Milestone #3 is currently trending twelve days after the contract required date of 02-Jun-22.

Both Milestone #4 and Milestone #5 (Acceptance of All Work, including 60 days for Pre-Revenue Service) are delayed due to poor soil conditions at Structure C. Negotiations for the Structure C Long Span change is underway. The impact to F200 Milestone #5 will influence a new Revenue Service Date.

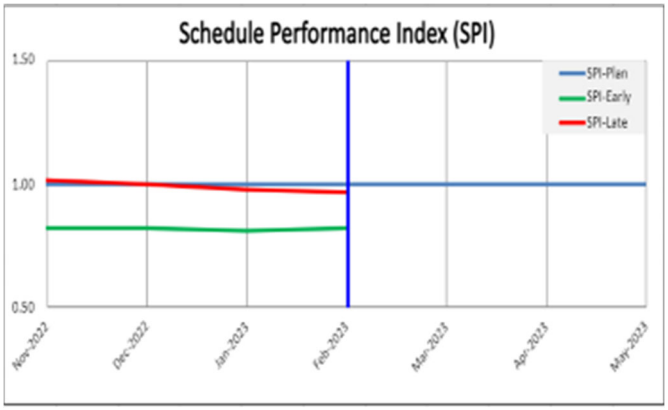
Activity Name	Start	Finish
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	01-Jun-19 A	12-May-25
Contract Milestones	07-Jun-19 A	12-May-25
Limited Notice to Proceed	07-Jun-19 A	
Contractual Notice to Proceed	28-Feb-20 A	
Notice to Proceed	04-May-20 A	
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20 A	
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		01-Mar-22 A
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (07-Nov-22)		04-Nov-22 A
MS 3 - LRV Early Storage (2,000 feet of Track) (02-Jun-23)		14-Jun-23*
EOL Building Completion (365d Before FWD Station Opening)		26-Jan-24*
MS 4 - Work in WSDOT ROW from I-5 (Sta. L 2260+00) to S 272nd Street (VA-3) (01-Nov-23)		16-Feb-24*
Substantial Completion		12-Mar-25
60-Day Pre-Revenue Operations	13-Mar-25	11-May-25
30-Day Sound Transit–Controlled Float	12-May-25	12-May-25
MS 5 - Acceptance of All Work (05-Aug-24)		12-May-25*
Design	07-Jun-19 A	30-Jun-23
Design Milestones	07-Jun-19 A	30-Jun-23
Corridor Wide	07-Jun-19 A	25-Aug-22 A
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	15-Jul-21 A
Design Packages - Star Lake Segment 2	07-Jun-19 A	31-Mar-23
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	09-Sep-22 A
Construction	01-Jun-19 A	01-May-25
General	01-Jun-19 A	12-Mar-25
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	13-Dec-24
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	01-May-25
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	14-Nov-24
Commissioning	10-May-21 A	30-Dec-24
Provisional Sums	01-Dec-19 A	21-Dec-24
Change Orders	01-Jul-19 A	14-Mar-25



Schedule Performance Index

For the February reporting period, the Early SPI is 0.82 and Late SPI is 0.97 and is calculated based on the EV report this period which is still under review.

Kiewit performance this period continues to reflect slow progress due to several issues, Station and Garages and most notably Structure C differing site conditions that is driving the critical path.



Next Period's Activities

Design:

- Structure C: DB plans to submit 90-100% long span bridge design.

Construction:

- Guideway superstructure construction is wrapping up, drainage, curb and finish work remains. Only Structure C remains.
- Guideway trackwork: WA 1.1 Structure A, WA 1.3- 2.1 structure B, WA 3.2 Structure D and WA 3.8 Structure G: skeletonize track, form plinths, final alignment.
- Ballasted Trackwork WA 1.2: Set ties, lay and clip. Final ballast and surface alignment. WA 2.2 Unload rail. WA 3.3 and 3.5 and 3.7: Rail delivery and flash butt welding.
- TPSS S02: Grounding installations, and preparation for energization.
- TPSS S03: Systems conduits installations, begin construction of TPSS pad.
- TPSS S05: Build footing and walls for enclosure. MSE wall work.
- TPSS S06: construct footing and walls.
- KDM Garage: Extensive work on garage exterior and interior. Plumbing installations.
- KDM Station: Extensive work on station north and south plaza and platform levels.

Construction (*continued*):

- Midway landfill: OCS grounding and wall work.
- Structure C: Tangent pile rebar, drilling, and concrete placement at C06 and C07.
- Star Lake Station: Electrical, Comms and Mechanical room construction. Extensive work on both plaza and platform levels.
- Star Lake Ancillary Building: MEPF interior walls, fire protection installations and other electrical work.
- FWD Garage: PT deck, wall and column work.
- FWD Station: Extensive work on both North and South surface and platform levels.
- Milestone 2: SR99 work to be evaluated by ST and RE.
- Milestone 3: Install housing and major equipment. Wire pulls and terminations. Testing, and verification. MS 3 – LRV Early Storage.

Closely Monitored Issues (F200)

- Structure C tangent pile package passed IFC stage, the verification of the Bridge Design Submittals for IFC is almost completed. Continue temporary work at Structure C including access road and drill pad installation.

Cost Summary

Present Financial Status	Amount
F200 Contractor - Kiewit Infrastructure West Co	
Original Contract Value	$1,285,200,000
Change Order Value	$173,699,866
Current Contract Value	$1,458,899,866
Total Actual Cost (Incurred to Date)	$971,693,203
Percent Complete	69.5%
Authorized Contingency + Add'l Ctg	$248,297,519
Contingency Drawdown	$173,699,866
*Contingency Index *Excludes ATC/NTD	1.49



WA2.4 Star Lake Station Concrete Placement

Link Light Rail
Hilltop Tacoma Link Extension

Project Summary

Scope

Limits City of Tacoma

Alignment The Hilltop Tacoma Link Extension (HTLE) project is a 2.4-mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way (MLK).

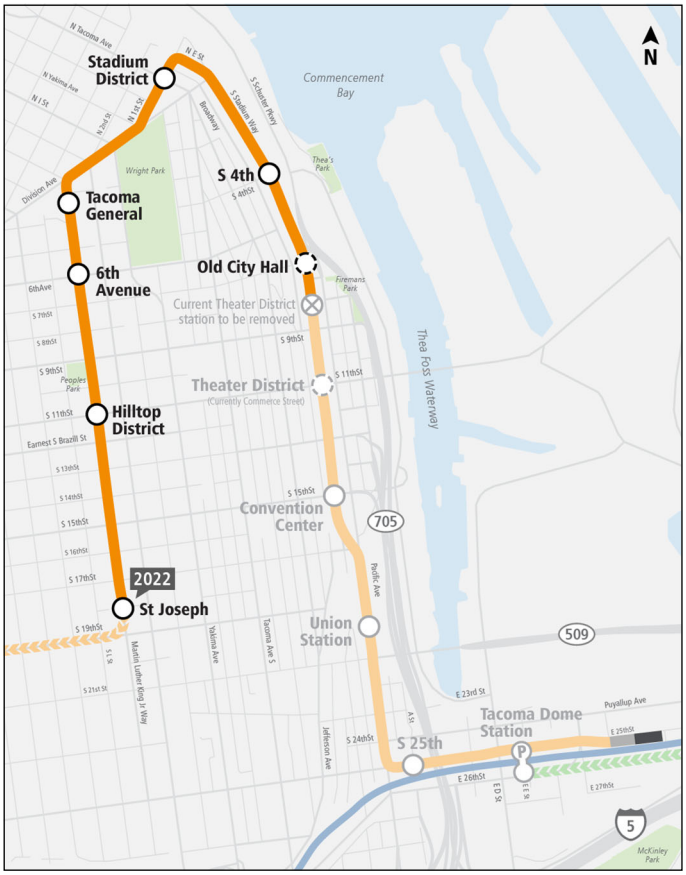
Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

Systems Expansion of the Operations and Maintenance Facility (OMF). The at-grade alignment will include additional signals, Overhead Catenary Systems (OCS), traction power, and communications infrastructure.

Phase Construction

Budget $282.7 Million (Increased February 2022)

Schedule Revenue Service: Under review



Map of Hilltop Tacoma Link Extension

Key Project Activities

Final Design: Design Consultant continued design services during construction.

Construction: The contractor is nearing completion of civil and systems work. Systems Integration Testing is underway.

- **Heading 1:** Performed punch list work and completed road restoration at S. 4th and Broadway.
- **Heading 2**: Performed punch list work and installed signage at intersections.
- **Heading 3:** Performed punch list work and installed signage at intersections.
- **OMF:** MS#1 complete.

Testing and Commissioning: Conducted LRV SIT Pull Away tests.

Closely Monitored Issues

- Staff continues to monitor LRV conditional acceptance timelines to support pre-revenue service.
- Staff continues to assist contractor planning and execution efforts for required systems tests and support agency integrated testing effort.
- Delays to system integration test schedule associated with track quality issues will delay RSD from Q1 to Q3 2023.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period approximately $1.5M was incurred. Approximately half the expenditures were in the construction phase.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$28.9	$24.6	$24.4	$28.9	$0.0
Preliminary Engineering	$5.6	$5.6	$5.6	$5.6	$0.0
Final Design	$16.2	$16.0	$15.6	$16.2	$0.0
Construction Services	$16.7	$15.4	$14.9	$16.7	$0.0
Third Party Agreements	$1.4	$1.3	$1.0	$1.4	$0.0
Construction	$172.0	$163.2	$160.5	$172.0	$0.0
Vehicles	$40.1	$38.2	$34.3	$40.1	$0.0
ROW	$1.9	$1.9	$1.9	$1.9	$0.0
Contingency	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$282.7**	**$266.2**	**$258.1**	**$282.7**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track	$32.9	$31.2	$30.7	$32.9	$0.0
20 Stations	$3.7	$3.5	$3.4	$3.7	$0.0
30 Support Facilities	$43.7	$41.5	$40.8	$43.7	$0.0
40 Sitework & Special Conditions	$54.9	$52.2	$51.3	$55.0	$0.1
50 Systems	$36.7	$34.8	$34.2	$36.7	$0.0
Construction Subtotal (10 - 50)	**$171.9**	**$163.2**	**$160.5**	**$172.0**	**-$0.1**
60 ROW, Land	$1.8	$1.9	$1.9	$1.9	$0.2
60 Vehicles	$39.8	$38.2	$34.3	$40.1	$0.3
80 Professional Services	$67.4	$62.8	$61.4	$68.8	$1.4
90 Unallocated Contingency	$2.0	$0.0	$0.0	$0.0	-$2.0
Total (10 - 90)	**$282.7**	**$266.2**	**$258.1**	**$282.7**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The project was baselined in September 2017 with a total contingency of $33.8M. Since baselining, there were drawdowns on AC and UAC for Tacoma LRV, T100 construction, Design Services During Construction and Construction Management services contracts. The baseline contingency levels were insufficient and required an additional $35.4M which was approved by the ST Board in June 2020. A further $30M was approved by the ST Board in February 2022.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA is at $0, as a result of completion of Final Design.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC decreased by approximately $0.9M due to change orders on the T100 contract and a correction of a portion to UAC. The current balance is $8.9M.

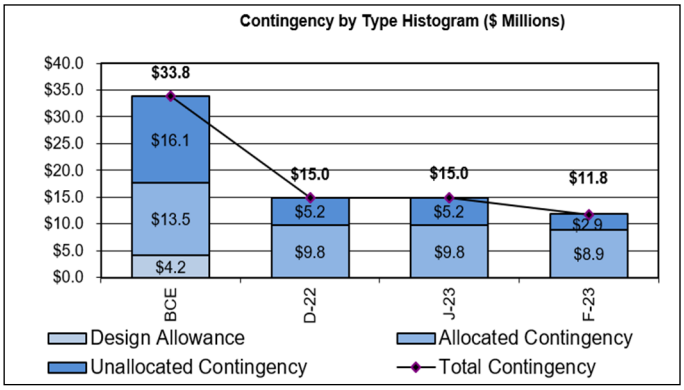
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance was reduced by $2.3M this period to cover projected Start-Up and Administration labor costs due to project duration.

Contingency Status (Monthly)

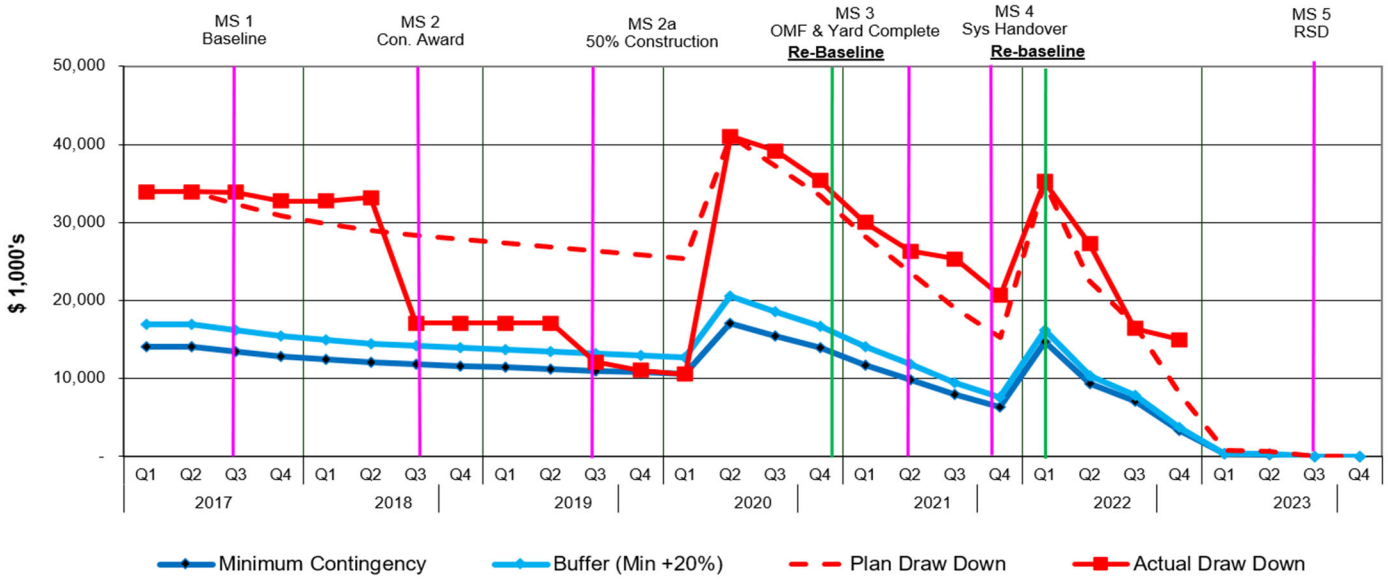
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Total
Design Allowance	$4.2	2.2%	$0.0	0.0%
Allocated Contingency	$13.5	6.8%	$8.9	36.2%
Unallocated Contingency	$16.1	8.2%	$2.9	11.8%
Total	**$33.8**	**17.2%**	**$11.8**	**47.9%**

Table figures are shown in millions.

Contingency by Type ($ Millions)



Contingency Drawdown (Quarterly)



Contingency Drawdown as of December 2022

Risk Management

The following are the top project wide risks:

- The T100 contractor may submit a cumulative impact claim that exceeds available budget.
- LRV manufacturer may not submit completed documentation on time and thereby delay conditional acceptance of vehicles.
- Lack of detail in T100 construction schedule may impede adequate resource planning for rail activation, safety certification, System Integration Testing (SIT), and vehicle testing and commissioning.
- Delays in commissioning could impact training capacity and delay revenue service.
- Delays after entering pre-revenue service may delay revenue service.



Systems Integration LRV Pull Away Tests in progress

Project Schedule

The project completion schedule was updated through the end of February 2023 and remains 99% percent physically complete.

Revenue Service: Current forecast indicates revenue service in Q3 2023. Exact details of the RSD will be identified at Readiness Review Meeting #3 scheduled for June 2023.

BEC LRV: Complete on-site qualification testing of LRVs 2-5. Continue field modifications on LRV 1.

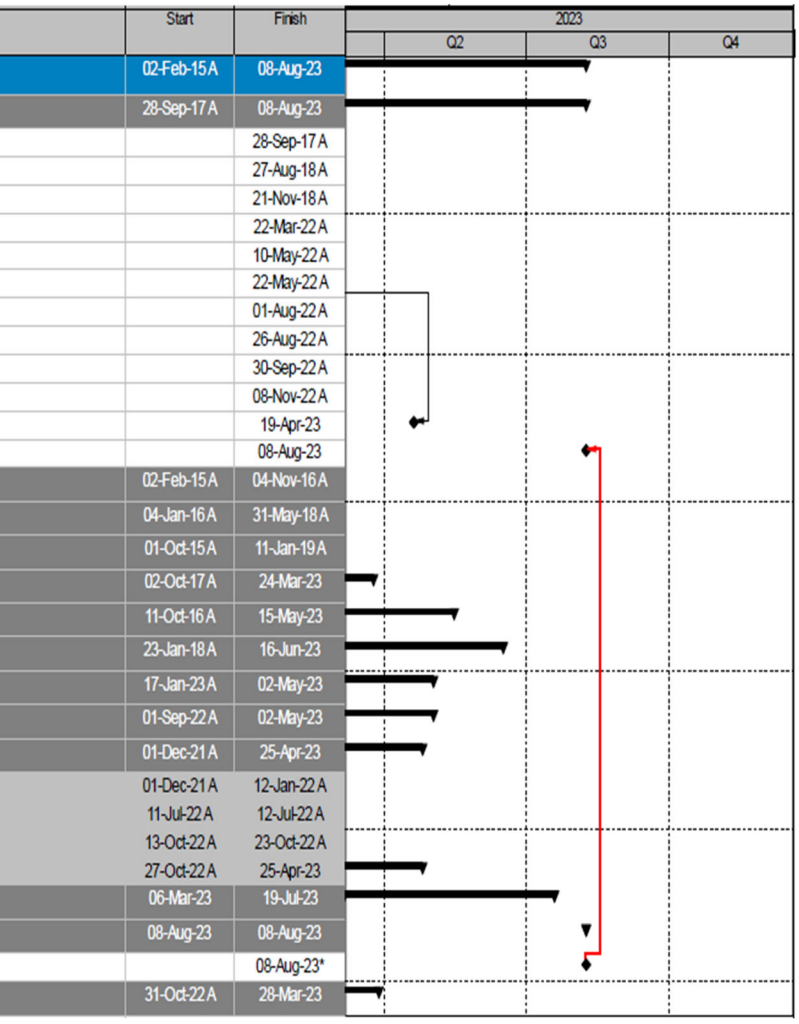
T100: The contractor's February 2023 CPM schedule is under review. Sound Transit estimates T100 substantial completion in April 2023.

System Integration Testing: Executed SIT 304A Pull Away test with the Brookville LRVS 2-4 and performed 305A Rail to Earth test.

Rail Activation: The rail activation schedule includes safety certification activities, maintenance training and Operations familiarization, qualifications and certifications required for the start of pre-revenue service.

Quantitative Risk Analysis (QRA) The last risk review meeting was held on February 14, 2023.

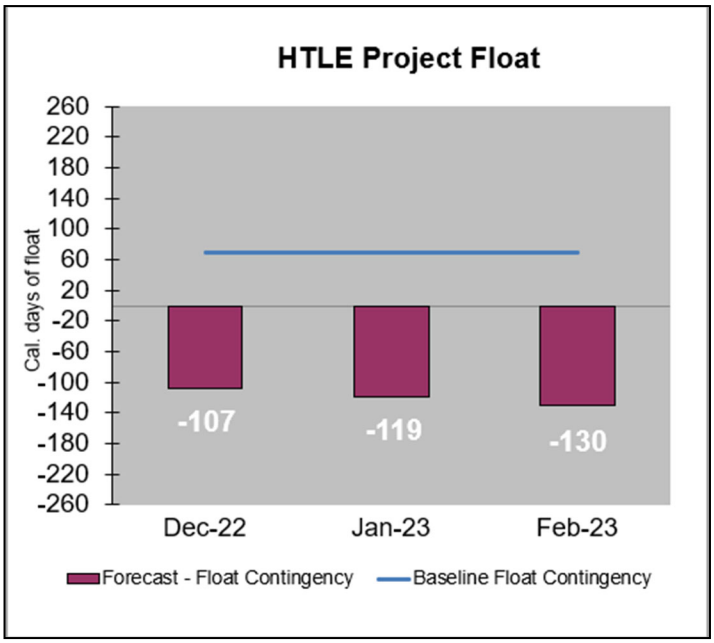
Activity Name	Start	Finish
HTLE - Project Completion- Feb 2023 Current	02-Feb-15 A	08-Aug-23
Project Milestones	28-Sep-17 A	08-Aug-23
MS-01 - Project Baseline		28-Sep-17 A
MS-02 - Construction Contract Award		27-Aug-18 A
MS-03 - Submit Design & Delivery Schedule for the Automatice Vehicle Locator		21-Nov-18 A
BEC - LRV Delivered Car 1 to ST (Contractual Date Jun 4 2020)		22-Mar-22 A
BEC - LRV Delivered Car 2 to ST (Contractual Date Aug 4 2020)		10-May-22 A
MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020)		22-May-22 A
T100 - 9th and Commerce Cutover Start		01-Aug-22 A
BEC - LRV Delivered Car 3 to ST (Contractual Date Sep 4 2020)		26-Aug-22 A
BEC - LRV Delivered Car 4 to ST (Contractual Date Oct 4 2020)		30-Sep-22 A
BEC - LRV Delivered Car 5 to ST (Contractual Date Nov 4 2020)		08-Nov-22 A
MS-02 - Substantial Completion of all work (Contractual Date May 29 2021)		19-Apr-23
MS-05 Revenue Service Date (FTA Grant RSD Sept 19 2023)		08-Aug-23
Preliminary Engineering	02-Feb-15 A	04-Nov-16 A
Final Design	04-Jan-16 A	31-May-18 A
ROW	01-Oct-15 A	11-Jan-19 A
Owner Furnished Materials / Equipment Procurement	02-Oct-17 A	24-Mar-23
Light Rail Vehicles (Qty 5)	11-Oct-16 A	15-May-23
Construction	23-Jan-18 A	16-Jun-23
Rail Grinding	17-Jan-23 A	02-May-23
Track Drain Work	01-Sep-22 A	02-May-23
SIT	01-Dec-21 A	25-Apr-23
OMF AND YARD	01-Dec-21 A	12-Jan-22 A
9th Street Cutover - Pre Cut Over Requirements SIT	11-Jul-22 A	12-Jul-22 A
9th Street Cutover - Cut Over SIT	13-Oct-22 A	23-Oct-22 A
MAINLINE SIT	27-Oct-22 A	25-Apr-23
Pre-Revenue Service	06-Mar-23	19-Jul-23
Revenue Service	08-Aug-23	08-Aug-23
Forecast Revenue Service Begins (FTA Grant RSD Sept 18 ,2023)		08-Aug-23*
NCRs	31-Oct-22 A	28-Mar-23



Project Float

There is zero float remaining on the project necessitating the need to revise RSD. Staff forecasts RSD for the period between late July and early September 2023.

The February update indicates all five of the LRVS are forecasted to be conditionally accepted no later than May 25, 2023, which allows for the start of simulated (pre-revenue) service



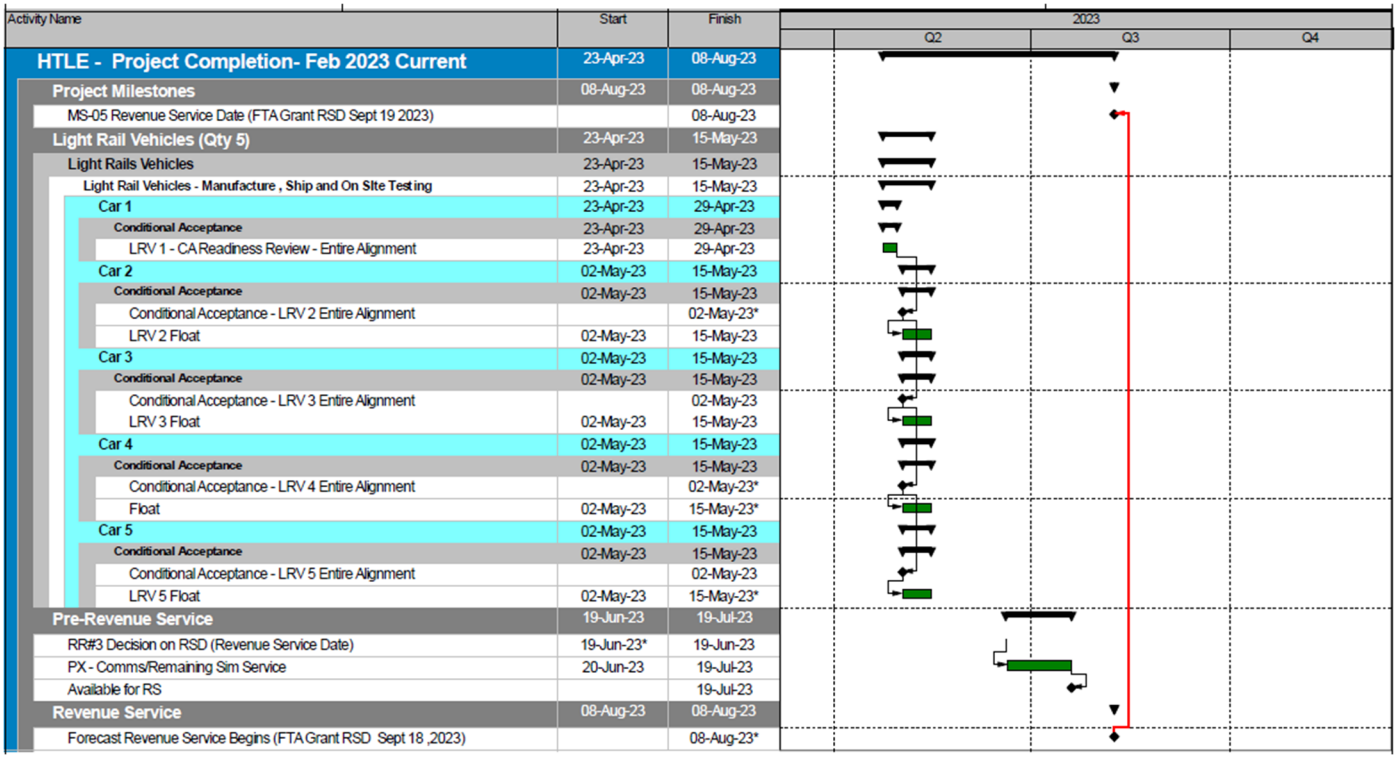
Critical Path Analysis

The project completion schedule contains multiple critical paths.

The main critical path pertains to LRV on-site testing, burn-in and conditional acceptance of LRVs 1 – 4 required for the start of simulated service.

The near critical path is the completion of System Integration Tests, safety certification and maintenance training required to start simulated service.

Impacts to any of the above will impact the start of pre-revenue and revenue service activities.



Community Engagement

- Sent Multicare representatives weekly email to go over construction impacts and project updates.
- Sent regular construction traffic control updates to the HTLE email list, HTLE Facebook page, and stakeholder email list.
- Provided a project update at the Hilltop Business Association at their regular monthly meeting.
- Provided a project update at the Stadium District Business Association at their regular monthly meeting.
- Provided a project update to the City of Tacoma's Links to Opportunity project staff.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

ST staff variance reflects additional staff required due to adjusted RSD. ST will monitor project needs and adjust FTE levels as needed. Consultant FTEs are higher than planned as the yearly plan forecasts reductions in future months.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	11.0	13.4	(2.4)
Consultants	9.7	16.6	(6.9)
TOTAL	20.7	30.0	(9.3)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

Construction Safety

Data/ Measure	*February 2023*	*Year to Date*	*Project to Date*
Recordable Injury/Illness Cases	0	0	15
Days Away From Work Cases	0	0	1
Total Days Away From Work	0	0	0
First Aid Cases	0	0	27
Reported Near Mishaps	0	0	70
Average Number of Employees on Worksite	25	-	-
Total # of Hours (GC & Subs)	5,451	10,735	469,254
OSHA Incident Rates	***Month***	***Year to Date***	***Project to Date***
Recordable Injury Rate	0.00	0.00	6.39
Lost Time Injury (LTI) Rate	0.00	0.00	0.43
Recordable National Average	***2.50***		
LTI National Average	***1.10***		
Recordable WA State Average	***4.40***		
LTI WA State Average	***2.00***		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract T100 — Hilltop Tacoma Link Extension

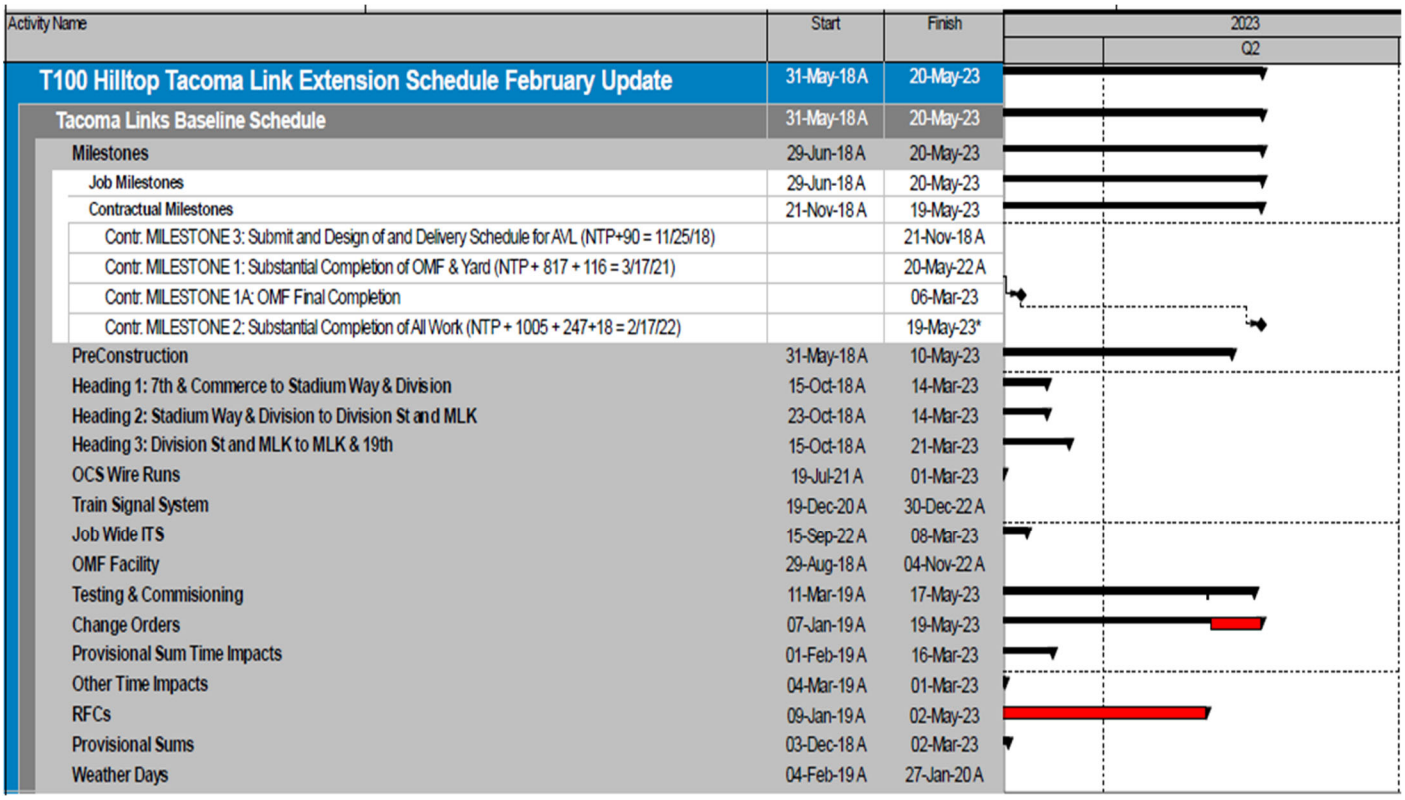
Current Progress

- **Heading 1**: Completed Broadway and S. 4th Street restoration. Grouted OCS foundations on the east side of Stadium Way and began clearing track drain on Commerce Street.
- **Heading 2**: Started track-slab edge repairs along Division Ave. Began installation of intersection street signs at signalized intersections along Heading 2.
- **Heading 3:** Started installation of intersection street signs at signalized intersections along Heading 3.
- **General:** Continue testing and commissioning of main alignment.

Schedule Summary

The T100 February 2023 CPM schedule is under review. The contractor reports Milestone #2 Substantial Completion in late May 2023 but ST estimates that substantial completion will be in April 2023.

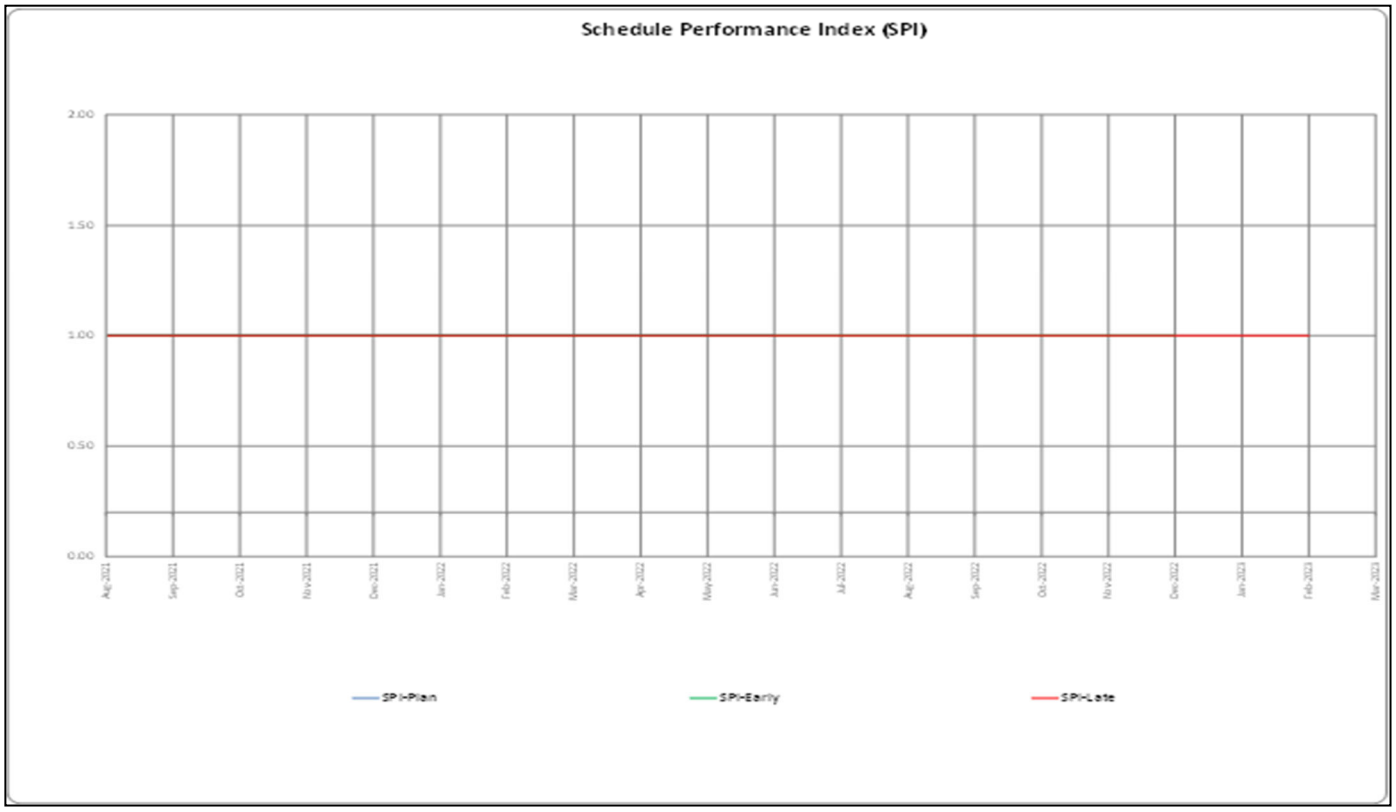
The contractor's schedule includes remaining punch list items which do not affect the completion of Milestone #2 Substantial Completion or the start of pre-revenue service but are required to be complete prior to final acceptance.



Activity Name	Start	Finish
T100 Hilltop Tacoma Link Extension Schedule February Update	31-May-18 A	20-May-23
Tacoma Links Baseline Schedule	31-May-18 A	20-May-23
Milestones	29-Jun-18 A	20-May-23
Job Milestones	29-Jun-18 A	20-May-23
Contractual Milestones	21-Nov-18 A	19-May-23
Contr. MILESTONE 3: Submit and Design of and Delivery Schedule for AVL (NTP+90 = 11/25/18)		21-Nov-18 A
Contr. MILESTONE 1: Substantial Completion of OMF & Yard (NTP + 817 + 116 = 3/17/21)		20-May-22 A
Contr. MILESTONE 1A: OMF Final Completion		06-Mar-23
Contr. MILESTONE 2: Substantial Completion of All Work (NTP + 1005 + 247+18 = 2/17/22)		19-May-23*
PreConstruction	31-May-18 A	10-May-23
Heading 1: 7th & Commerce to Stadium Way & Division	15-Oct-18 A	14-Mar-23
Heading 2: Stadium Way & Division to Division St and MLK	23-Oct-18 A	14-Mar-23
Heading 3: Division St and MLK to MLK & 19th	15-Oct-18 A	21-Mar-23
OCS Wire Runs	19-Jul-21 A	01-Mar-23
Train Signal System	19-Dec-20 A	30-Dec-22 A
Job Wide ITS	15-Sep-22 A	08-Mar-23
OMF Facility	29-Aug-18 A	04-Nov-22 A
Testing & Commisioning	11-Mar-19 A	17-May-23
Change Orders	07-Jan-19 A	19-May-23
Provisional Sum Time Impacts	01-Feb-19 A	16-Mar-23
Other Time Impacts	04-Mar-19 A	01-Mar-23
RFCs	09-Jan-19 A	02-May-23
Provisional Sums	03-Dec-18 A	02-Mar-23
Weather Days	04-Feb-19 A	27-Jan-20 A

Schedule Performance Index

This period the early SPI and late SPI were 1.0 which is consistent with last month. The SPI shown is relative to the project baseline and does not incorporate executed change orders and time extensions. The contractor needs to reforecast executed changes, upon receiving and acceptance, ST will incorporate the updated data into the SPI and report accordingly. Until such time, Early SPI will remain at 1.0.



Next Period's Activities

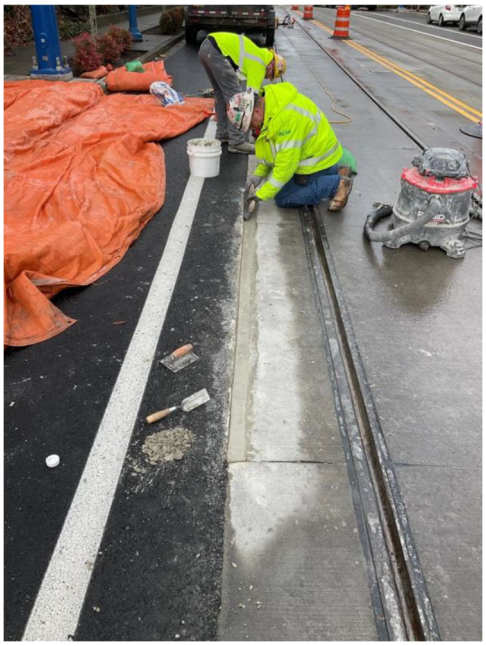
- **Heading 1**: Complete clearing of the track drain on Commerce Street. Complete rail grinding at Stadium Way.
- **Heading 2**: Complete rail grinding on Division Avenue and begin grading for paving on NW side of N.1 Street and N. 2 Street.
- **Heading 3**: Complete rail grinding on MLK Way and begin installation of handrails at St. Joseph's Station.
- **General:** Continue punch list in all headings and continue Systems Integration Testing

Closely Monitored Issues

- Quality issues of track installation delayed some systems integration tests, including those associated with vehicle testing. Tests are re-sequenced to mitigate impacts but delays have impacted start of RSD.
- ST continues to monitor timeline of conditional acceptance of LRVs to support start of pre-revenue service.
- Notifications to the community of upcoming construction activities are ongoing. Business mitigation efforts are underway to support businesses impacted by construction activities. Community Outreach staff are managing this effort with the support of the contractor, City of Tacoma and ST field staff. The feedback from these businesses assisted the project team with developing robust Commerce Street Plan.

Cost Summary

Present Financial Status	Amount
T100 Contractor— Walsh Construction Company	
Original Contract Value	$108,295,000
Change Order Value	$33,441,033
Current Contract Value	$141,736,033
Total Actual Cost (Incurred to Date)	$140,842,545
Percent Complete	99.4%
Authorized Contingency	$40,114,750
Contingency Drawdown	$33,441,033
Contingency Index (CI = % Complete/% Ctg Spent)	1.19

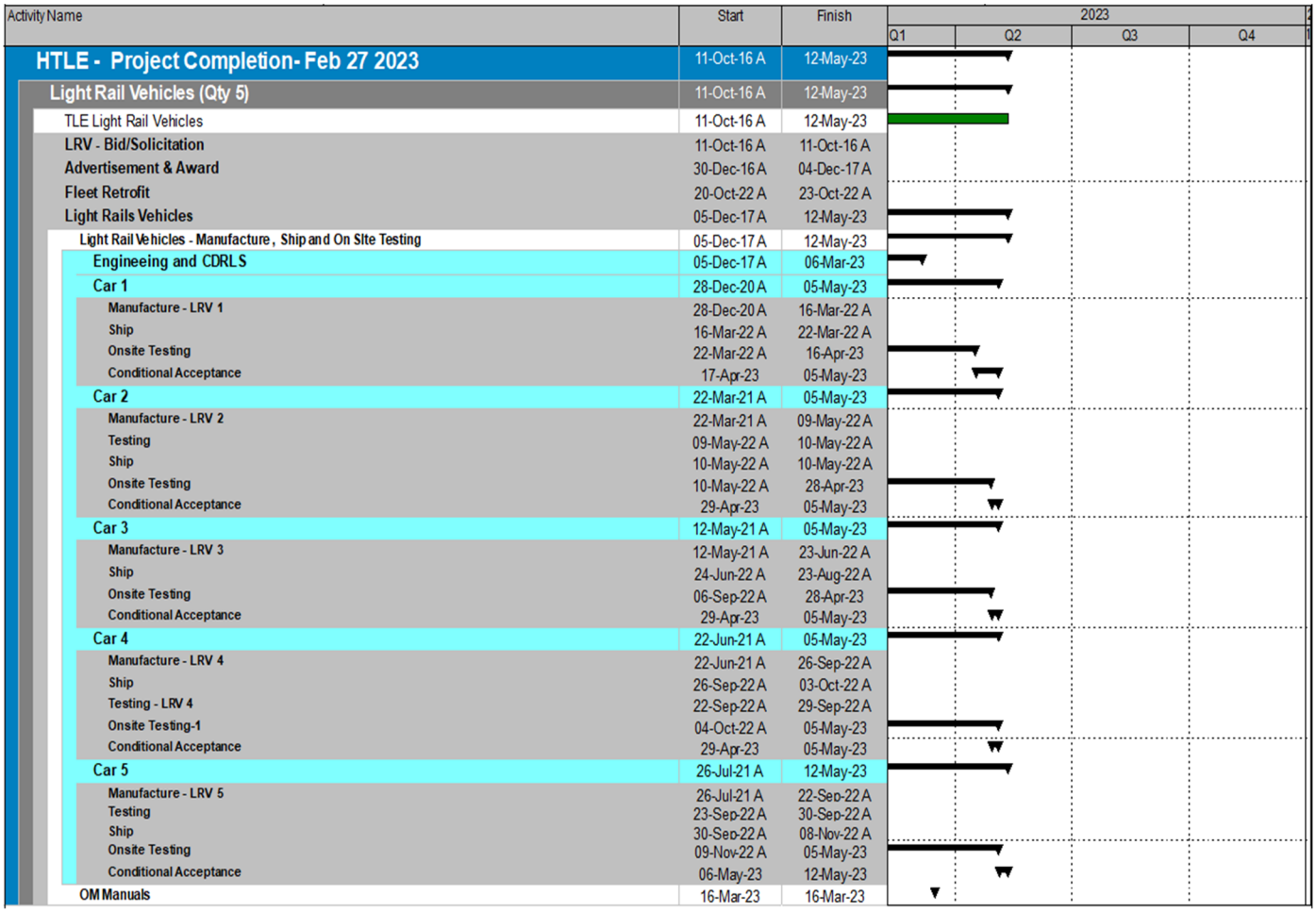


Track slab edge repair punch list work

Contract RTA/RP 0014-16 — Tacoma Link Light Rail Vehicle (LRV) Procurement

Current Progress

- LRV #1: Conditional acceptance forecasted for May 05, 2023.
- LRV #2: Conditional acceptance forecasted for May 05, 2023.
- LRV #3: Conditional acceptance forecasted for May 05, 2023.
- LRV #4: Conditional acceptance on May 05, 2023.
- LRV #5: Conditional acceptance on May 12 , 2023.



Activity Name	Start	Finish
HTLE - Project Completion- Feb 27 2023	11-Oct-16 A	12-May-23
Light Rail Vehicles (Qty 5)	11-Oct-16 A	12-May-23
TLE Light Rail Vehicles	11-Oct-16 A	12-May-23
LRV - Bid/Solicitation	11-Oct-16 A	11-Oct-16 A
Advertisement & Award	30-Dec-16 A	04-Dec-17 A
Fleet Retrofit	20-Oct-22 A	23-Oct-22 A
Light Rails Vehicles	05-Dec-17 A	12-May-23
Light Rail Vehicles - Manufacture , Ship and On Site Testing	05-Dec-17 A	12-May-23
Engineeing and CDRLS	05-Dec-17 A	06-Mar-23
Car 1	28-Dec-20 A	05-May-23
Manufacture - LRV 1	28-Dec-20 A	16-Mar-22 A
Ship	16-Mar-22 A	22-Mar-22 A
Onsite Testing	22-Mar-22 A	16-Apr-23
Conditional Acceptance	17-Apr-23	05-May-23
Car 2	22-Mar-21 A	05-May-23
Manufacture - LRV 2	22-Mar-21 A	09-May-22 A
Testing	09-May-22 A	10-May-22 A
Ship	10-May-22 A	10-May-22 A
Onsite Testing	10-May-22 A	28-Apr-23
Conditional Acceptance	29-Apr-23	05-May-23
Car 3	12-May-21 A	05-May-23
Manufacture - LRV 3	12-May-21 A	23-Jun-22 A
Ship	24-Jun-22 A	23-Aug-22 A
Onsite Testing	06-Sep-22 A	28-Apr-23
Conditional Acceptance	29-Apr-23	05-May-23
Car 4	22-Jun-21 A	05-May-23
Manufacture - LRV 4	22-Jun-21 A	26-Sep-22 A
Ship	26-Sep-22 A	03-Oct-22 A
Testing - LRV 4	22-Sep-22 A	29-Sep-22 A
Onsite Testing-1	04-Oct-22 A	05-May-23
Conditional Acceptance	29-Apr-23	05-May-23
Car 5	26-Jul-21 A	12-May-23
Manufacture - LRV 5	26-Jul-21 A	22-Sep-22 A
Testing	23-Sep-22 A	30-Sep-22 A
Ship	30-Sep-22 A	08-Nov-22 A
Onsite Testing	09-Nov-22 A	05-May-23
Conditional Acceptance	06-May-23	12-May-23
OM Manuals	16-Mar-23	16-Mar-23

Link Light Rail
Light Rail Vehicle Fleet Expansion

Project Summary

Scope Design, manufacturing, assembly, inspection, testing and delivery of 152 low floor light rail vehicles for service requirements of Northgate, East Link and Lynnwood Link, Federal Way and Downtown Redmond Extensions.

Phase Manufacturing, delivering, testing & commissioning

Budget $740.7 Million (Baseline September 2015; Amended April 2017)

Schedule Baseline Project Completion: Q3 2024



Conditional Accepted Siemens light rail vehicle placed into service

Key Project Activities

- Continued LRV deliveries to ST's Operations and Maintenance Facilities – one LRV was delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF – three LRVs were CA this month.
- Continued shuttling of LRVs between OMF East in Bellevue and OMF Central in Seattle as a mitigation measure to address overflow in OMF Central yard storage — three Series 2 LRVs transferred to OMF Central this month.
- Continued final assembly and car shell fabrication in Sacramento Facilities – currently there are 18 cars at various stages of final assembly and car shells.
- Fifteen Series 1 LRV ATP mechanically retrofitted in OMF East. First Series 1 LRV qualification tests trouble-shooting continue at OMF Central.

Closely Monitored Issues

- Ten fleet defects have been declared; the commissioning team efforts in responding to defects is contributing to delay in Conditional Acceptance (CA) of additional LRVs. ST is working closely with Siemens to resolve and provide vehicle maintenance support.
- OMF Central Yard LRV storage capacity continues to be an issue that may affect recovery schedule, preventive maintenance or spares available to support peak service. Siemens' LRVs delivery and onsite Series 1 LRV transportation between OMF East and OMF Central is continuously managed and monitored.
- Manufacturer continued reporting supply chain interruptions impacting implementation of field modification instructions and submitted a general notice for War in Ukraine and COVID-19 pandemic impacts. Weekly meeting with Siemens to monitor progress.
- Coordination and scheduling of Automatic Train Protection (ATP) retrofit on Series 1 LRVs is more challenging than anticipated.
- 100% capital spare parts that do not require Field Modification Instruction (FMI); updates continue; targeted to complete delivery by September 2023. ST and Siemens continue working on getting a realistic completion delivery schedule/plan for all remaining spare parts that require FMI updates.

Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of $740.7M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is approximately $500.7M to which a majority of the cost are attributed to the vehicles phase budget of $480M. The current period expenditure is $5.6M, cost attributable to the LRV manufacturing and to engineering, inspection and administrative efforts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$10.8	$10.8	$7.5	$7.4	$10.8	$0.0
Construction Services	$17.8	$17.8	$15.1	$13.3	$17.8	$0.0
Vehicles	$712.1	$712.1	$667.5	$480	$712.1	$0.0
Total	**$740.7**	**$740.7**	**$690.2**	**$500.7**	**$740.7**	**$0.0**

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project	Commitment to Date	Incurred to Date	Estimated Final Cost	Authorized Allocation
Construction Subtotal (SCC 10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 ROW, Land, Existing Improvements	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
70 Vehicles	$705.2	$705.2	$673.2	$483.8	$705.1	$0.0
80 Professional Services	$24.3	$24.3	$17.0	$16.8	$24.3	$0.0
90 Contingency	$11.3	$11.3	$0.0	$0.0	$11.3	$0.0
Capital Total (SCC 10 - 90)	**$740.7**	**$740.7**	**$690.2**	**$500.7**	**$740.7**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project risks:

- Competing demands for extension project simulated services, Systems Integration Testing (SIT) and upcoming revenue service preparation reduces the availability of operation labor and vehicle maintenance personnel in supporting Series 2 LRV commissioning.
- Series 1 LRV ATP retrofit schedule has substantial impact on commissioning of the 81st Series 2 LRV and forward.
- Delay in East Link rail access between OMF Central and OMF East results in cost and schedule inefficiency.
- Receiving LRVs at both OMF Central and OMF East create cost inefficiency (now require two teams in two locations to support commissioning activity) and increased risk of double handling of LRV, as not all testing and commissioning activities can be performed at OMF East currently.
- War in Ukraine and COVID-19 remains a fluid situation, monitoring reported disruption to manufacturer's supply chain and assembly plant.

Contingency Management

The project's budget was baselined in September 2015 and amended in April 2017 to exercise the option LRV and contained a total of $78.0M of Total Contingency. During last period, a net total of $2.6M of contingency was drawn from the project's Total Contingency moving the balance from $51.5 to $48.9M or approximately 20.4% of remaining work in the project.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This project contains $0 design allowance.

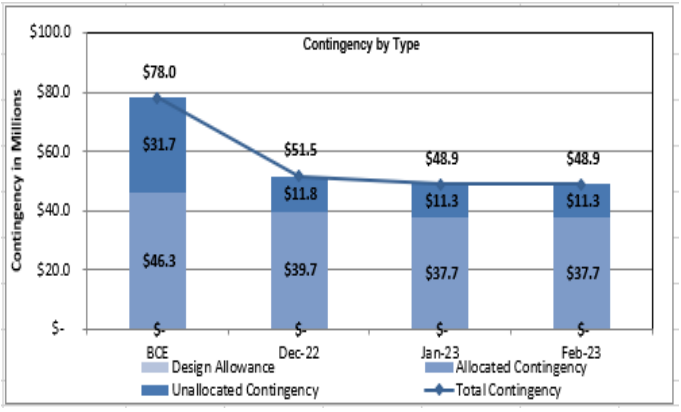
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was $46.3M. Contingency amount of $2M was drawn during this period for Testing and Commissioning of LRVs; the allocated contingency balance is at $37.7M

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC of $500K was transferred to shore up various budget deplete scope during the annual 2023 budgetary process. UAC balance is now at $11.3M

Contingency Status (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$ -	0.0%	$ -	0.0%
Allocated Contingency	$ 46.3	6.3%	$ 37.7	15.7%
Unallocated Contingency	$ 31.7	4.3%	$ 11.3	4.7%
Total	**$78.0**	**10.7%**	**$ 48.9**	**20.4%**

Contingency by Type



Project Schedule

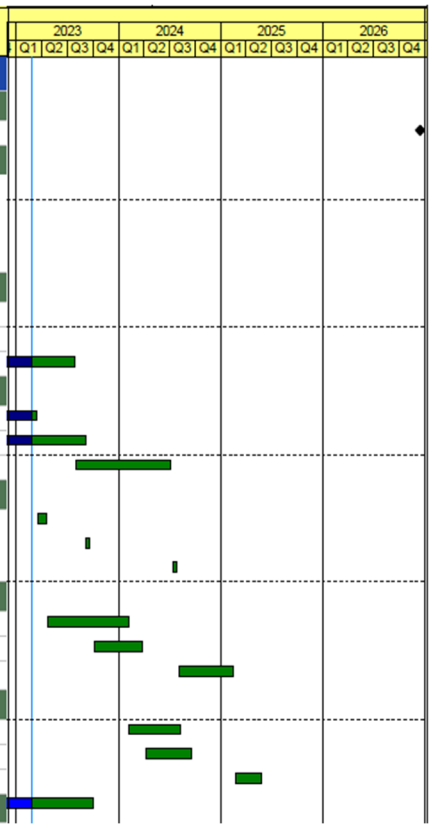
Percent complete of the contract payment milestones is calculated at 71.4%.

The schedule below is a summary schedule identifying the factory testing, delivery and conditional acceptance testing of Light Rail Vehicles for each project as reported from Siemens' monthly schedule update. The LRV manufacturer (Siemens) has delivered 108 cars of which 71 cars were Conditionally Accepted. In addition, there are 17 cars fully assembled at Siemens' storage yard in Sacramento and many car shells in various stages of production and assembly. Final Acceptance of the contract is projected for Dec 15, 2026.

Sound Transit and Siemens anticipate that all the 152 LRVs will have been delivered, commissioned and conditionally accepted by May 2025, which may impact the start of revenue service for each line extension, as was the case with Northgate Link, Mitigation measures for managing simulated service during pre-revenue may need to be identified and implemented. The interface is monitored closely.

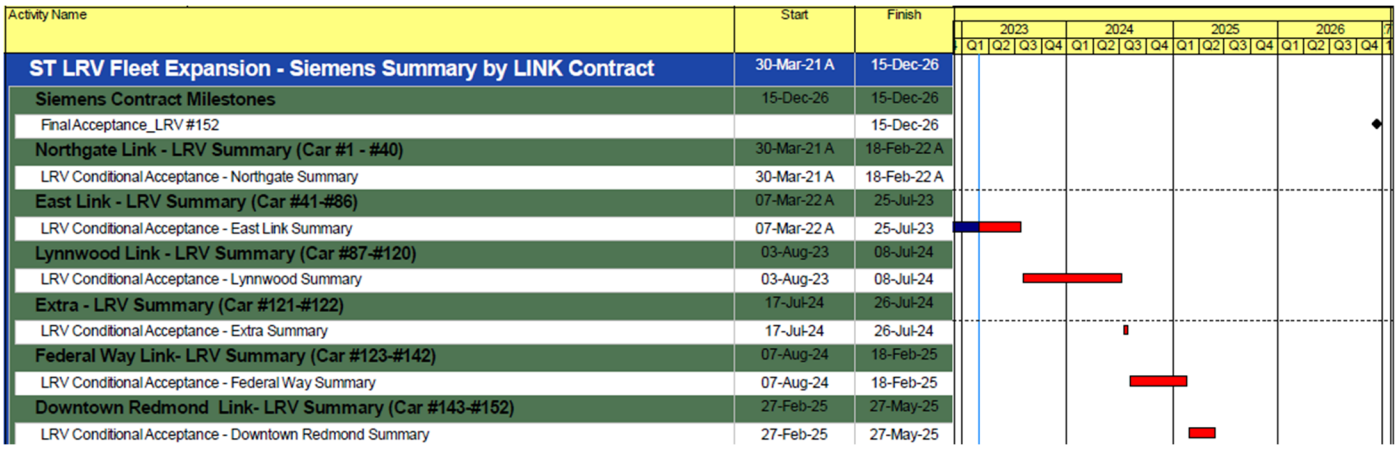
Lastly, ATP retrofit schedule may have substantial impact on conditional acceptance rate for LRVs 46 through 100.

Activity Name	Start	Finish
ST LRV Fleet Expansion - Siemens Summary by LINK Contract	31-Aug-18 A	15-Dec-26
Siemens Contract Milestones	15-Dec-26	15-Dec-26
Final Acceptance_LRV #152		15-Dec-26
Northgate Link - LRV Summary (Car #1 - #40)	31-Aug-18 A	18-Feb-22 A
LRV Factory Test - Northgate Summary	31-Aug-18 A	27-Feb-20 A
LRV Delivery to OMF - Northgate Summary	29-Aug-19 A	26-Feb-21 A
28 LRV's conditionally accepted	03-Sep-21 A	03-Sep-21 A
LRV Conditional Acceptance - Northgate Summary	30-Mar-21 A	18-Feb-22 A
East Link - LRV Summary (Car #41-#86)	28-Feb-20 A	25-Jul-23
LRV Factory Test - East Link Summary	28-Feb-20 A	11-Jun-21 A
LRV Delivery to OMF - East Link Summary	24-May-21 A	08-Aug-22 A
LRV Conditional Acceptance - East Link Summary	07-Mar-22 A	25-Jul-23
Lynnwood Link - LRV Summary (Car #87-#120)	19-Jul-21 A	08-Jul-24
LRV Factory Test - Lynnwood Summary	19-Jul-21 A	17-Mar-23
LRV Delivery to OMF - Lynnwood Summary	22-Aug-22 A	07-Sep-23
LRV Conditional Acceptance - Lynnwood Summary	03-Aug-23	08-Jul-24
Extra - LRV Summary (Car #121-#122)	20-Mar-23	26-Jul-24
LRV Factory Test - Extra Summary	20-Mar-23	19-Apr-23
LRV Delivery to OMF - Extra Summary	06-Sep-23	21-Sep-23
LRV Conditional Acceptance - Extra Summary	17-Jul-24	26-Jul-24
Federal Way Link- LRV Summary (Car #123-#142)	24-Apr-23	18-Feb-25
LRV Factory Test - Federal Way Summary	24-Apr-23	08-Feb-24
LRV Delivery to OMF - Federal Way Summary	04-Oct-23	26-Mar-24
LRV Conditional Acceptance - Federal Way Summary	07-Aug-24	18-Feb-25
Downtown Redmond Link- LRV Summary (Car #143-#152)	07-Feb-24	27-May-25
LRV Factory Test - Downtown Redmond Summary	07-Feb-24	07-Aug-24
LRV Delivery to OMF - Downtown Redmond Summary	09-Apr-24	18-Sep-24
LRV Conditional Acceptance - Downtown Redmond Summary	27-Feb-25	27-May-25
LRV ATP Retrofit Summary - Siemens	12-Jul-21 A	30-Sep-23



Critical Path Analysis

The critical path is completing the on-site vehicle performance qualification test and acceptance testing and burn-in of all LRVs that have been delivered to the Sound Transit sites. 108 LRVs has been delivered. Conditional Acceptance of 71 LRVs has been completed to support Revenue Service. The remaining deliveries, commissioning and testing of light rail vehicles are anticipated to be completed by late May 2025. Current forecasts are that Conditional Acceptance rates may impact start of pre-revenue service for Lynnwood, Downtown Redmond, and Federal Way Link Extension projects. As was the case with Northgate Link, measures for managing simulated service during pre-revenue may need to be identified and implemented.



LRV Delivery and Testing Progress as of February 28, 2023				
LRV status	**Received / Delivered**	**Testing in progress**	**Conditionally Accepted**	**Entered Revenue**
Planned	134	9	125	125
Actual (Seattle)	74	3	71	71
Actual (Bellevue)	34	34	0	0



Assembled Truck Press at OMF Central, Seattle, WA



Car 316 over test pit in Sacramento, CA

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects the actuals for month ending February 2023. The variance are minor and likely attributed to ST staff cross charge and the aggregation of administrative time offs among ST staff and consultants.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	6.2	4.6	1.6
Consultants	5.9	8.8	(2.9)
TOTAL	12.1	13.4	(1.3)
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*			

Sound Transit Board Actions

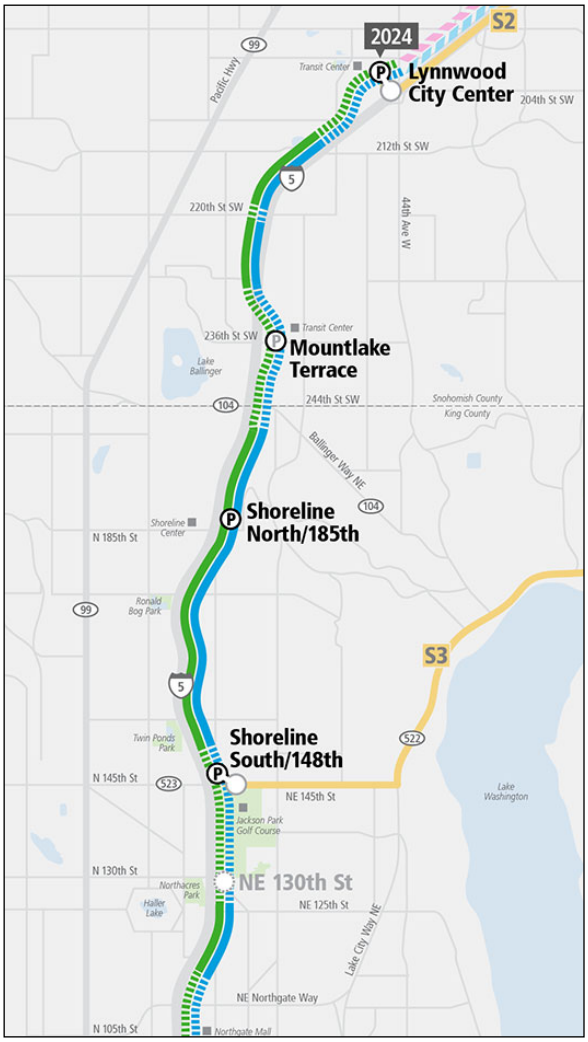
Board Action	Description	Date
	None to report this period.	

Link Light Rail
Lynnwood Link Extension

Project Summary

Scope

Limits	North Seattle to Shoreline, Mountlake Terrace, and Lynnwood Transit Center
Alignment	Lynnwood Link extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill guideway.
Stations	Lynnwood City Center Mountlake Terrace Shoreline North/185th Shoreline South/148th
Systems	Signals, traction power, communications, and SCADA.
Phase	Construction
Budget	$2.77 Billion (Baseline May 2018)
Schedule	Revenue Service: July 2024



Map of Lynnwood Link Extension Alignment

Key Project Activities

- Continued construction of the Shoreline South / 148th Station with canopy framing and escalator buildout, as well as elevator finishes for the adjacent parking garage (L200).
- Continued construction of the Shoreline North / 185th Station, including electrical room and elevator machine room buildouts as well as elevator installation for the adjacent parking garage (L200).
- Continued construction of the Mountlake Terrace Station, including elevator and escalator installations (L300).
- Continued construction of the Lynnwood City Center Station, including platform topping slabs, and completed the adjacent garage construction. (L300)

Closely Monitored Issues

- Availability and readiness of resources and staffing for testing and startup activities.
- Security at work areas to prevent unauthorized entry and to deter trespassing and theft.
- Progress of trackwork construction to enable follow-on systems work.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are rounded to the first decimal and shown in millions.

For this period, $41.9M was incurred. The major project expenditures were for civil and systems construction, construction management, and design services during construction. The remaining expenditures were for right-of-way and staff.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$98.2	$98.2	$62.5	$61.9	$98.2	$0.0
Preliminary Engineering	$39.1	$39.1	$39.1	$39.1	$39.1	$0.0
Final Design	$164.2	$164.2	$156.2	$149.4	$164.2	$0.0
Construction Services	$128.4	$139.0	$126.0	$99.8	$139.0	$0.0
3rd Party Agreements	$14.6	$17.6	$13.1	$12.4	$17.6	$0.0
Construction	$1,921.4	$2,094.6	$1,972.3	$1,611.0	$2,094.6	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$235.7	$219.1	$183.6	$180.4	$219.1	$0.0
Project Contingency	$170.2	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$2,771.6**	**$2,771.6**	**$2,552.7**	**$2,153.8**	**$2,771.6**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$791.8	$1,109.1	$681.2	$599.0	$801.5	$307.7
20 Stations	$333.8	$218.8	$418.7	$338.0	$440.9	($222.1)
30 Support Facilities	$2.0	$2.3	$0.4	$0.2	$2.3	($0.0)
40 Sitework & Special Conditions	$421.1	$522.4	$662.2	$549.5	$583.8	($61.4)
50 Systems	$244.4	$194.3	$199.2	$115.1	$218.4	($24.2)
Construction Subtotal (10 - 50)	**$1,793.0**	**$2,046.9**	**$1,961.6**	**$1,601.8**	**$2,046.9**	**$0.0**
60 ROW, Land	$235.7	$219.1	$183.6	$180.4	$219.1	$0.0
70 Vehicles (Non-Revenue)	$1.4	$1.4	$0.0	$0.0	$1.4	$0.0
80 Professional Services	$449.3	$478.5	$407.5	$371.6	$478.5	$0.0
90 Unallocated Contingency	$292.2	$25.7	$0.0	$0.0	$25.7	$0.0
Total (10 - 90)	**$2,771.6**	**$2,771.6**	**$2,552.7**	**$2,153.8**	**$2,771.6**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to rounding.

Contingency Management

The Lynnwood Link project budget was baselined in May 2018 with a total contingency of $737.7M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down when all construction contract packages reached the 100% design level.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

Following a significant drawdown in project contingency in Q2/Q3 2019, Sound Transit revised the contingency forecast to align with the cash flow forecast of the major civil contracts.

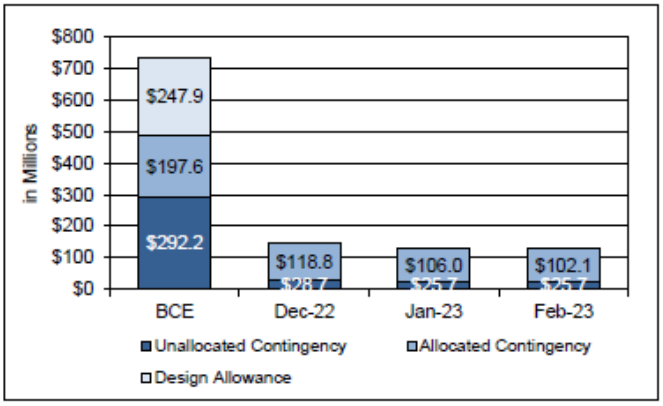
During the current period, Allocated Contingency decreased by a net amount of $3.9M due to construction change orders.

Contingency Status

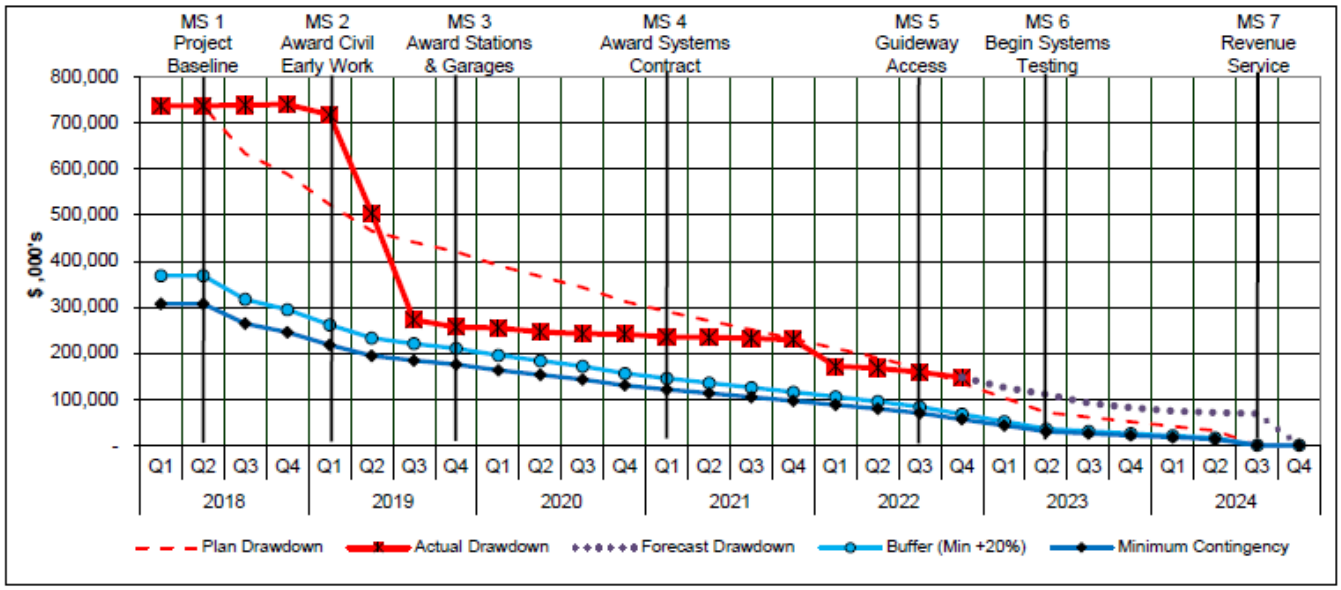
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$247.9	8.9%	$0.0	0.0%
Allocated Contingency	$197.6	7.1%	$102.1	16.5%
Unallocated Contingency	$292.2	10.5%	$25.7	4.2%
Total:	**$737.7**	**26.6%**	**$127.8**	**20.7%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

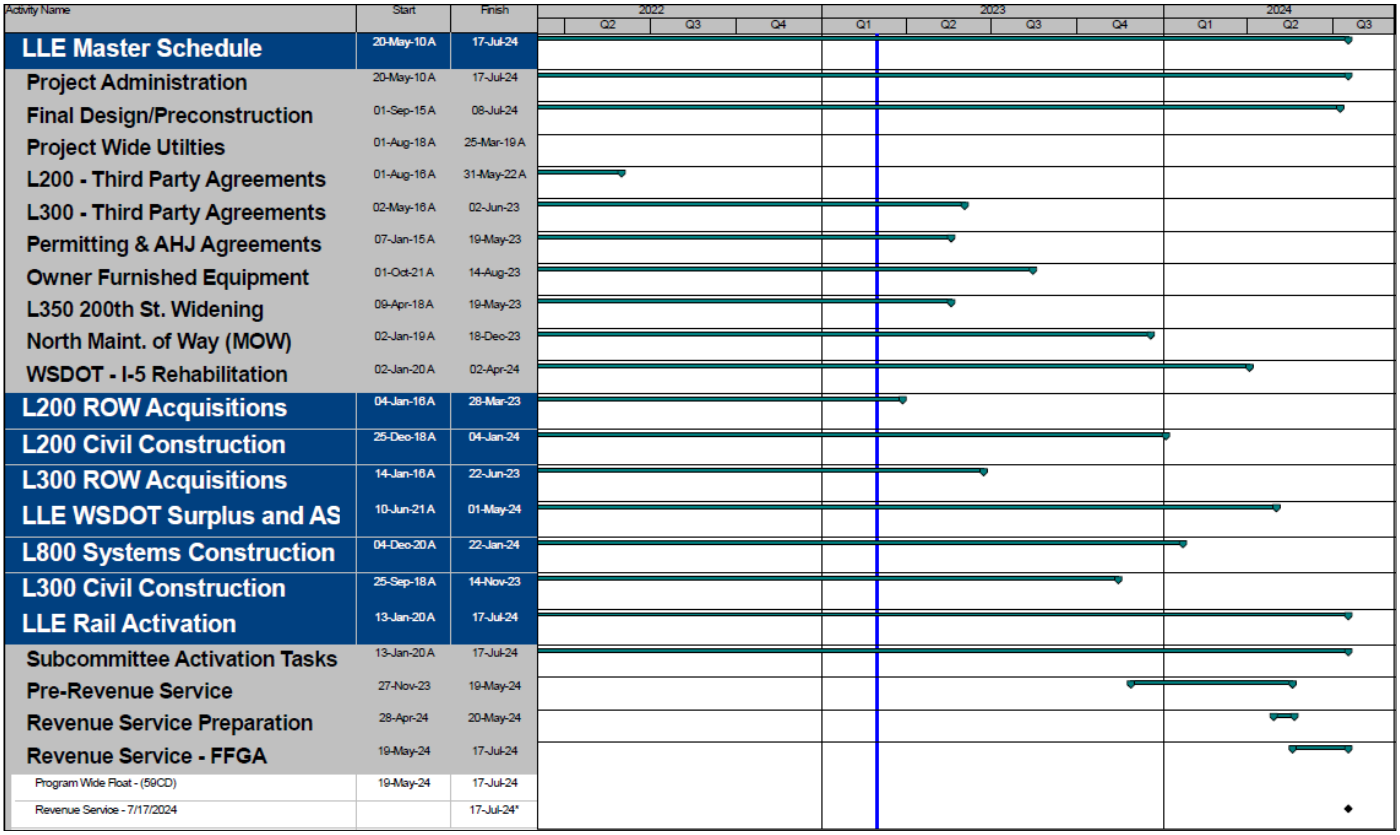
The following are the top project-wide risks:

- Partner agency and internal support resource availability for testing and commissioning.
- Field changes for late-identified design deficiencies.
- Quality issues necessitating field rework.
- Requests from third parties for additional scope as part of inspections and approvals.
- Civil and systems interface conflicts.

Project Schedule

The weighted percent complete of the major construction contracts is calculated at 83.6%.

The Master Schedule has been updated through February. Schedules submitted by the contractors are currently under review. The impacts of weather events that have occurred in January and December continue to be analyzed. Efforts made through the Coordinated Installation Program (CIP) process, to coordinate area handovers remain ongoing. Implementation and refinements to the Rail Activation Schedule are also ongoing. Permit closeout continues to be an area of focus for the near term updates. The revenue service date remains unchanged in July 2024.

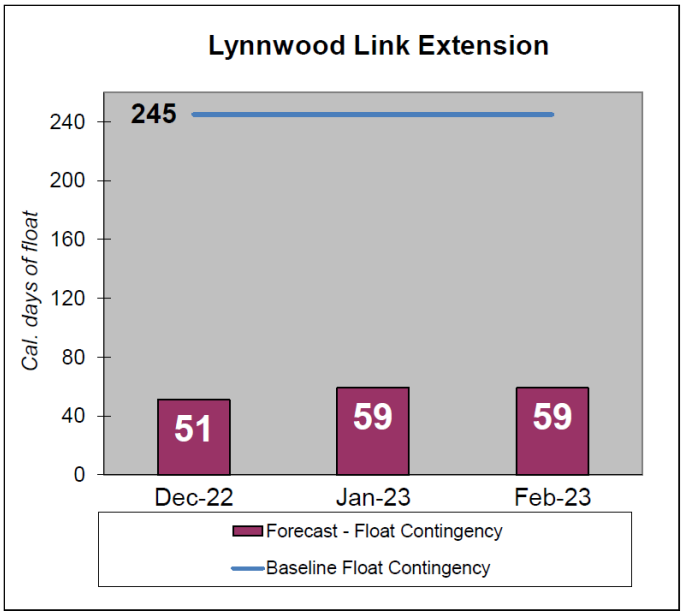


Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 59 days remaining between completion of work and the July 17, 2024 revenue service date.

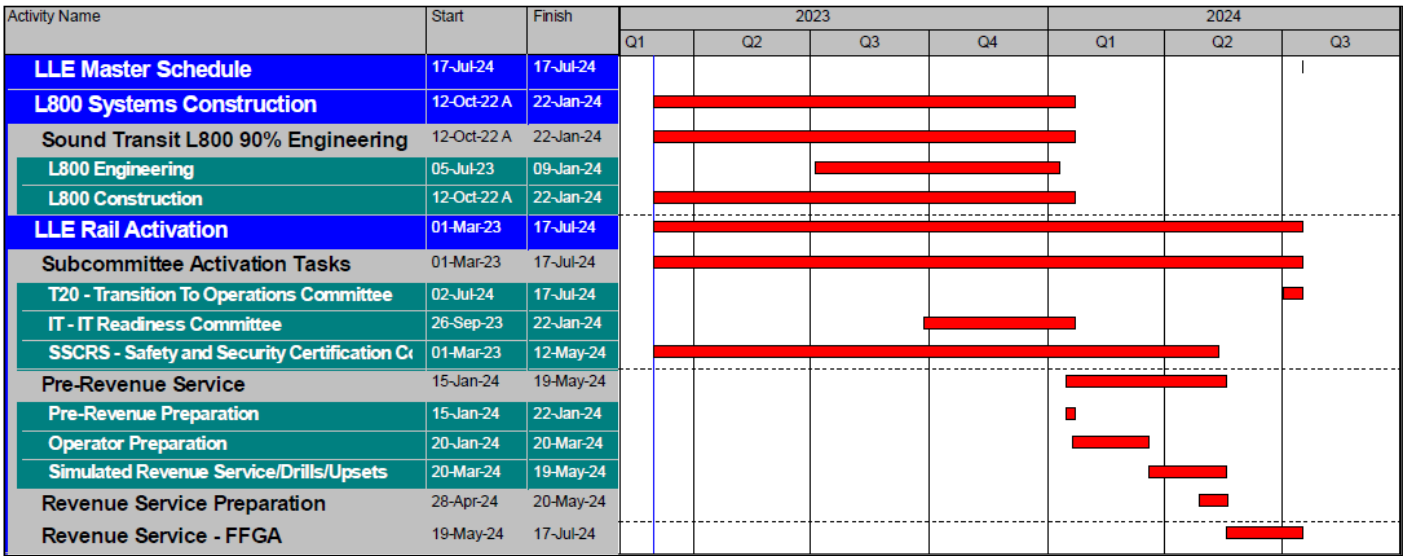
The float reported remains an area of focus for improvement. ST continues working with the contractors to re-examine the schedule duration, logic, and work sequences to find opportunities for improvement.

The target revenue service date is currently being evaluated as part of a program-wide risk assessment. Results of that assessment are expected to be available in Q1 2023.



Critical Path Analysis

The February critical path for the Lynnwood Link Extension is driven by the OCS installation work under the L800 contractor. The path is largely controlled by the crewing of the OCS work and installation of that infrastructure. Installation of communications on the guideway represents a parallel critical path, also within the L800 contract. Both of these paths drive the start of Systems Integration Testing (SIT), which in turn drives the start of Pre-Revenue Service and the opening to the public.



Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions can result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table. For the Lynnwood Link Extension the total number of parcels available for construction is 350.

Lynnwood Link Extension Property Acquisition Status

ACQUISITION				RELOCATION	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date**	**Relocations Required**	**Relocations Completed to date**
390	400	751	745	383	382

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals. All Personal Property Only moves are completed. One relocation remains.

Community Engagement

Distributed construction alerts via project page, gov list server, emailed and door-to-door for activities around the project site including:

L200

- Early morning and night work coming soon to the NE 148th Street Station Garage work zone.
- Nightly road closures of southbound 1st Avenue NE at Northgate Way for utility boring work.
- Night work coming soon to the Sound Transit Guideway between NE 182nd Court and NE 185th Street.
- Nightly Closure of I-5 Center Lanes.

L300

- Nightly closures of 46th Avenue W in Lynnwood.
- Nightly closure of I-5 center lanes next MLT transit center.
- Closure of 44th Avenue W and 200th Street SW intersection in Lynnwood.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period	

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual average FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Higher consultants than planned due to the new planned values for 2023, which is expected to level out later in the year as the project comes closer to substantial completion.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	46.3	45.0	1.3
Consultants	95.0	123.0	(28.0)
TOTAL	141.3	168.0	(26.7)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Construction Safety

Data/Measure	February 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	47
Days Away From Work Cases	0	0	5
Total Days Away From Work	20	42	150
First Aid Cases	1	1	80
Reported Near Mishaps	2	2	73
Average Number of Employees on Worksite	436	-	-
Total # of Hours (GC & Subs)	131,868	252,098	5,053,184
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	0.00	1.86
LTI Rate	0.00	0.00	0.20
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

** Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.*

Contract L200 GC/CM—Northgate to NE 200th Street

Current Progress

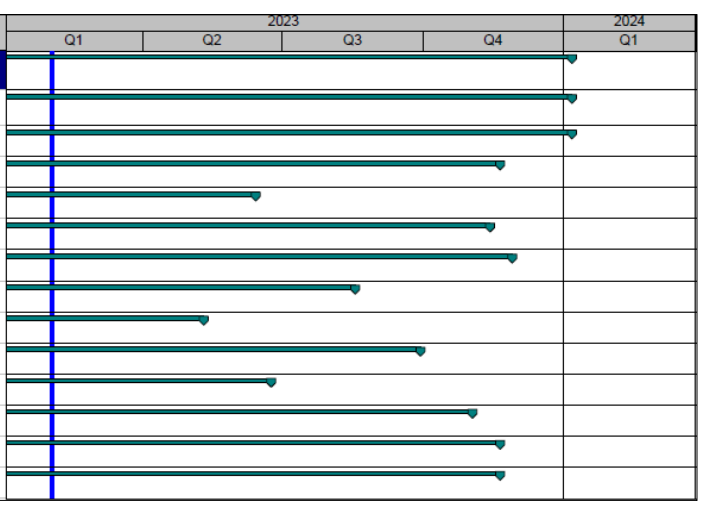
The L200 Contractor, Stacy & Witbeck– Kiewit– Hoffman JV (SKH), is continuing work on site as follows:

- Continued Mechanically Stabilized Earth (MSE) retaining wall construction.
- Continued direct fixation and ballasted track work installation.
- 148th Station - Continued electrical rough-in for communications room along with canopy framing and escalator buildout.
- 148th Garage - Continued elevator interior and exterior metal panel installation and placement of site light poles.
- 185th Station - Continued electrical rough-in for the elevator machine room along with elevator buildout.
- 185th Garage - Continued elevator installation and light fixture placement.

Schedule Summary

The February update continues to forecast a November 18, 2023 substantial completion date, fourteen calendar days later than the substantial completion milestone date of November 4, 2023. Within the L200 contract schedule, the contractor's critical paths are now driven by 148th/Shoreline South Station completion, as well as a second path driven by the 185th station systems and commissioning. As trackwork nears completion, near critical activities continue to focus in on station completion, roadway restoration and landscaping.

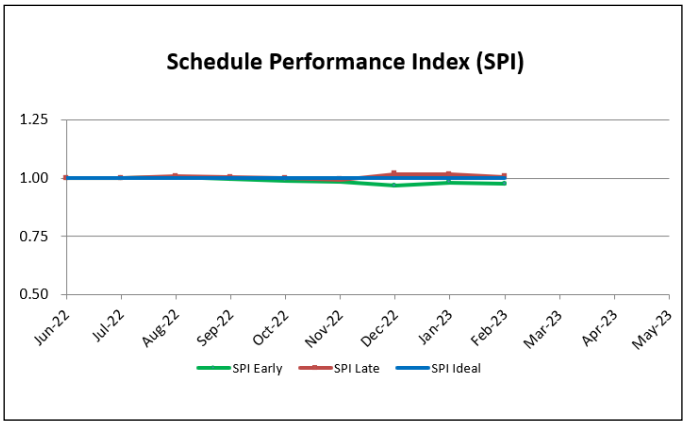
Activity Name	Start	Finish
L200 Civil Construction	25-Dec-18 A	06-Jan-24
L200 Civil Construction	25-Dec-18 A	06-Jan-24
Project Wide	25-Dec-18 A	06-Jan-24
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	20-Nov-23
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	13-Jun-23
WZ-3 Elevated (1492+45 to 1559+17)	23-Mar-19 A	14-Nov-23
WZ-4 145th Station & Garage	08-Apr-19 A	28-Nov-23
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	17-Aug-23
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	10-May-23
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	29-Sep-23
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	23-Jun-23
WZ-9 At Grade - Cut (1631+25 to 1661+78)	15-Apr-19 A	02-Nov-23
WZ-10 185th Station & Garage	15-Apr-19 A	20-Nov-23
WZ-11 At Grade (1661+78 to 1694+01)	09-Apr-19 A	20-Nov-23



Schedule Performance Index

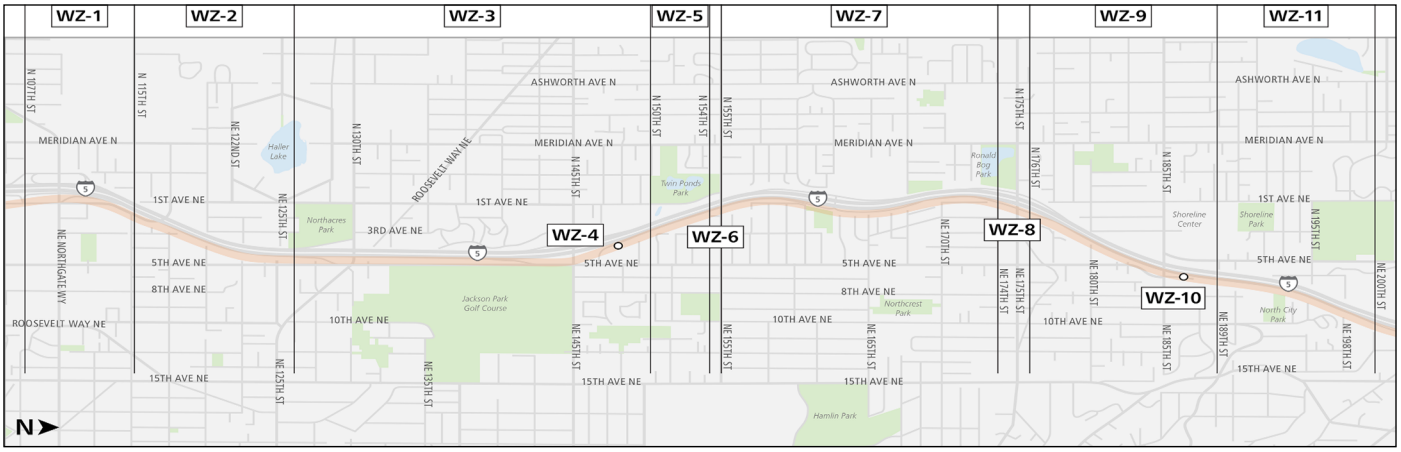
Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.97 (decrease from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.01 (same as last period).



Link Light Rail
Lynnwood Link Extension

Work Zone Overview



Next Period Activities:

- Continue MSE wall construction.
- Continue trackwork installation.
- Continue 148th Station electrical rough-in and canopy framing and escalator buildout.
- Continue 185th Station dry standpipe connections and elevator buildout.

Closely Monitored Issues:

- Electrical utility crew availability to install and activate power feeds on schedule for systems testing.
- Safety risks associated with shared access to elevated guideway elements.
- Inclement weather delays and environmental compliance.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH **Excludes 130th and betterments**	
Original Contract Value	$88,147,258
Change Order Value	$771,834,697
Current Contract Value	$859,981,955
Total Actual Cost (Incurred to Date)	$730,821,478
Percent Complete	85.9%
Authorized Contingency	$43,762,892
Contingency Drawdown	$19,983,691
Contingency Index	1.9



148th Station Escalator

Contract L300 GC/CM—NE 200th Street to Lynnwood Transit Center

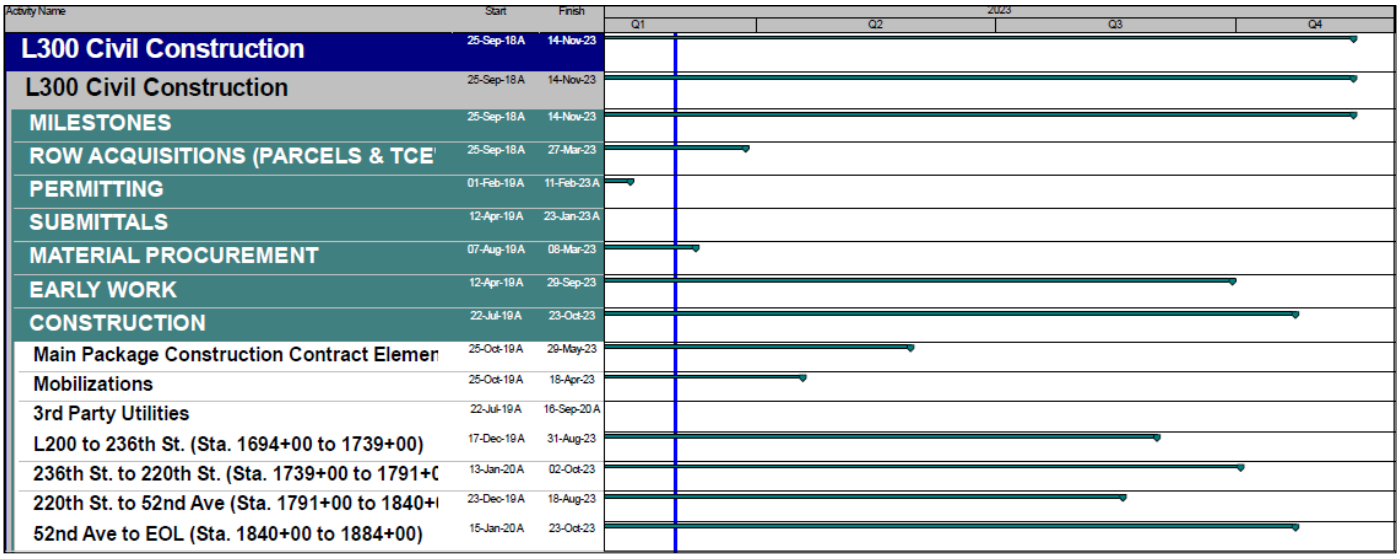
Current Progress

The L300 Contractor, Skanska, is continuing work on site as follows:

- Continued Lynnwood Transit Center garage punchlist work.
- Continued elevator and escalator installations at Mountlake Terrace and Lynnwood stations.
- Continued ballasted and direct fixation trackwork along the alignment.
- Continued plaza and site hardscaping along the alignment.
- Continued site and wetlands restoration along alignment.
- Commenced transit and traffic circulation improvements along the 200th Street SW corridor.

Schedule Summary

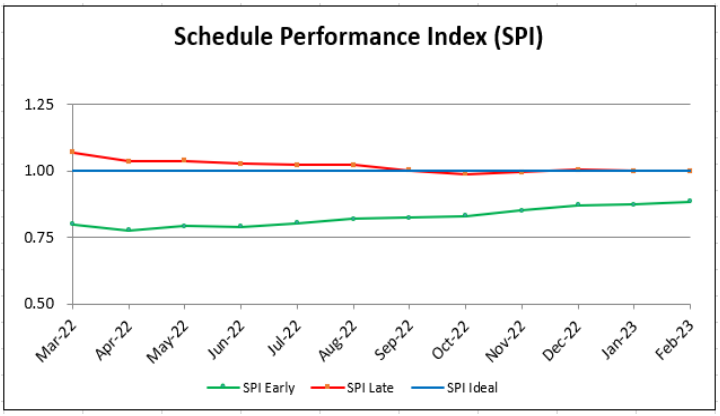
The February update from Skanska has not been submitted to Sound Transit at this time. The January update was rescinded by Skanska and will be resubmitted. Sound Transit is working with Skanska to resolve the outstanding schedule issues and update the schedule to current status. An interim schedule is currently being used to assess the overall status of the project.



Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.90 (increase from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.01 (increase from last period).



Link Light Rail
Lynnwood Link Extension

Work Zone Overview



Next Period's Activities

- Continue site and wetlands restoration along alignment.
- Continue finishes and electrical/mechanical work at Mountlake Terrace and Lynnwood stations.
- Continue trackwork installation along the alignment.
- Continue transit and traffic circulation improvements along the 200th St. SW corridor.

Closely Monitored Issues

- Number of field changes due to design inconsistencies.
- Inclement weather delays and environmental compliance.
- Final inspections and approvals to support the public opening of the Lynnwood Transit Center garage.

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	$56,886,631
Change Order Value	$841,342,264
Current Contract Value	$898,228,895
Total Actual Cost (Incurred to Date)	$754,759,475
Percent Complete	85.7%
Authorized Contingency	$76,394,634
Contingency Drawdown	$63,228,895
Contingency Index	1.0



Mountlake Terrace Station Platform

Contract L800 Lynnwood Link Systems GC/CM

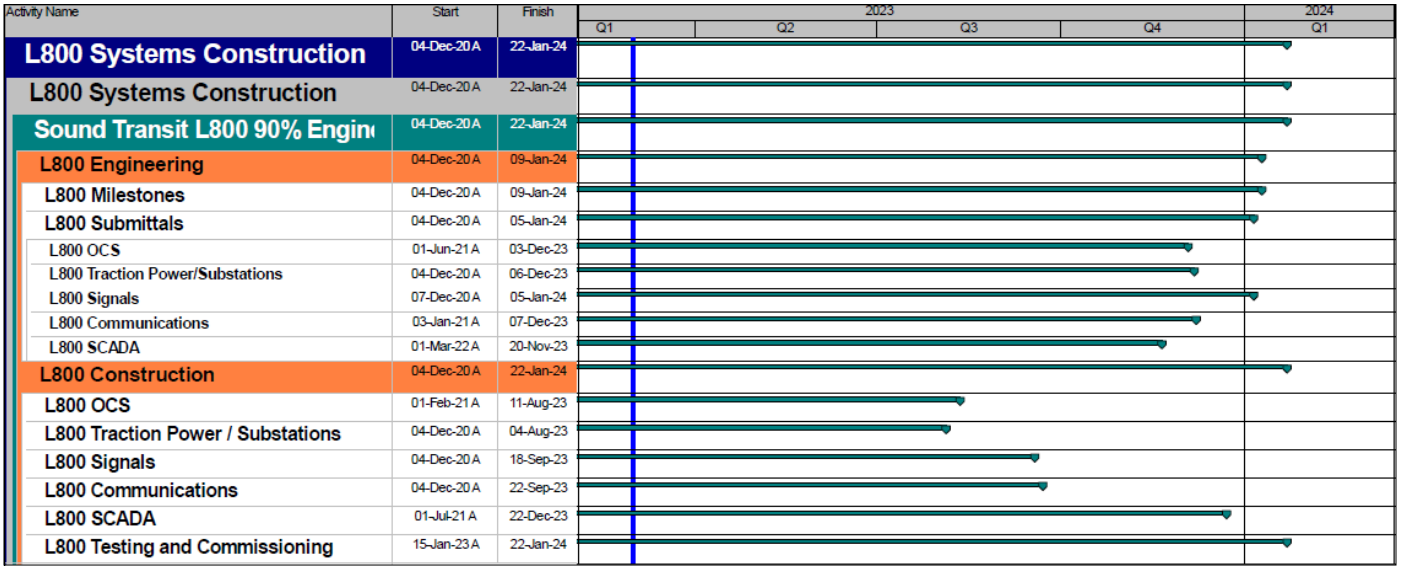
Current Progress

The L800 Contractor, Mass Electric Construction Company (MEC), continuing work as follows:

- Approvals and procurement of key equipment including Traction Power Substations (TPSS) and signal system buildings.
- Continued installing cable, conduit, innerduct, speakers, cameras, and fiber optic cable.
- Continued Factory Acceptance Testing on TPSS and train control signal equipment.
- Continued fabrication and installation of Overhead Catenary System (OCS) poles, hangers, cantilevers and messenger wire.
- Continued to receive and set TPSS and signal system buildings.

Schedule Summary

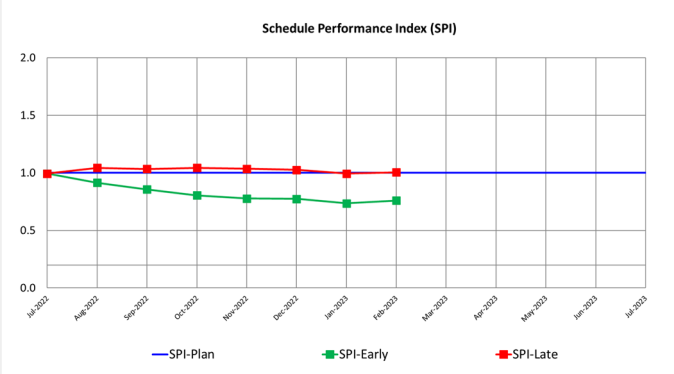
The L800 February schedule update continues to forecast a substantial completion of January 9, 2024, seven days earlier than the revised contractual date of January 16, 2024. The critical path is driven by the OCS installation. Signals and Communications installation drives a near critical path. ST is continuing to closely monitor and coordinate several aspects of the work, including delivery of TPSS and signal houses, and the final handovers from the civil contractors.



Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.76 (increased from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.00 (increased from last period).



Next Period's Activities

- Continue procurement of key equipment including TPSS and train control signal system buildings.
- Continue Factory Acceptance Test (FAT) testing on TPSS and signal houses.
- Continue installation of OCS poles and cantilevers.
- Continue installation of communication equipment.
- Continue to receive and install TPSS and signal system buildings.

Closely Monitored Issues

- Monitoring the manufacture and delivery of long lead equipment such as network switches, TPSS units and signal houses.
- Monitoring the completion of civil package work for potential delays in hand over to the system contractor.
- Monitoring the manufacture and delivery of Supervisory Control and Data Acquisition (SCADA) and radio system equipment.
- Safety risks associated with shared access to elevated guideway elements.

Cost Summary

Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	$148,000,000
Change Order Value	$2,124,097
Current Contract Value	$150,124,097
Total Actual Cost (Incurred to Date)	$76,121,209
Percent Complete	57.3%
Authorized Contingency	$10,360,000
Contingency Drawdown	$2,124,097
Contingency Index	2.8



Shipment and delivery of TPSS Unit.

Link Light Rail
NE 130th St Infill Station

Project Summary

Scope Construct an elevated infill station at NE 130th St and 5th Ave NE in Seattle.

Phase Construction

Budget $240.2 Million

Schedule Q2 2026



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Continued decking formwork and rebar placement.
- Completed elevator beams concrete placement.
- Prepared for pre-bid site visit with potential bidders on the station finishes package.

Closely Monitored Issues

- Progress of the Lynnwood Link civil contractor and availability of the station area for finishes construction.
- Market conditions, inflation and supply chain pressures on costs for station finishes.
- Closure duration and future restoration requirements for 5th Ave NE.
- Coordination with Seattle for permit review of station finishes package and use of ST3 Non Motorized Access Enhancement Funds.

Community Engagement

This period the Community Engagement team continued efforts to keep the community informed by:

- Preparing a public participation plan draft for review.
- Continued preparations for an upcoming open house to coincide with commencement of the station finishes package work.

Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

Project Cost Summary

The project cost is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS) in millions.

In the current period $1.6M was incurred. The major expenditures were for civil construction, construction management, and design services during construction along with ST staff.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$8.1	$8.1	$2.8	$2.9	$8.1	$0.0
Preliminary Engineering	$2.7	$2.7	$2.7	$2.7	$2.7	$0.0
Final Design	$17.6	$17.6	$11.8	$11.3	$17.6	$0.0
Construction Services	$17.3	$17.3	$12.5	$2.0	$17.3	$0.0
3rd Party Agreements	$1.7	$1.7	$0.7	$0.6	$1.7	$0.0
Construction	$192.6	$192.6	$24.1	$13.0	$192.6	$0.0
ROW	$0.1	$0.1	$0.0	$0.0	$0.1	$0.0
Project Contingency	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$240.2**	**$240.2**	**$54.7**	**$32.4**	**$240.2**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to rounding.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below the planned FTE monthly average, with less staff and less civil DSDC and CM staff than planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	9.6	3.4	6.2
Consultants	13.0	11.2	1.8
TOTAL	22.6	14.6	8.0

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Contingency Management

The project budget was baselined in 2022 with a total contingency of $48.6M.

Allocated Contingency (AC): Used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC): Used to address general project-wide cost risks and uncertainties.

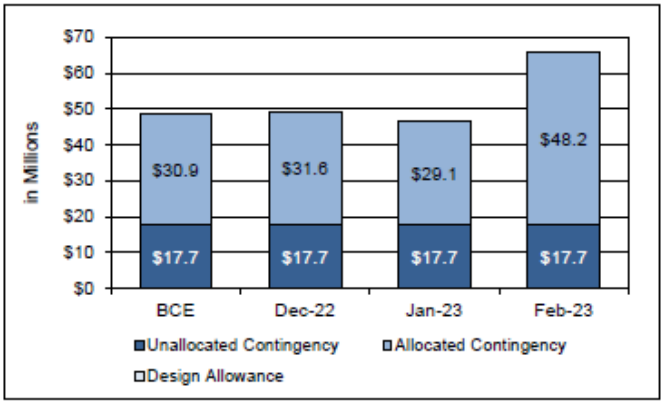
Current Period: During the current period Allocated Contingency was increased by $19.1M due to funding preparation for upcoming commitments in DSDC and Systems GC/CM package.

Contingency Status

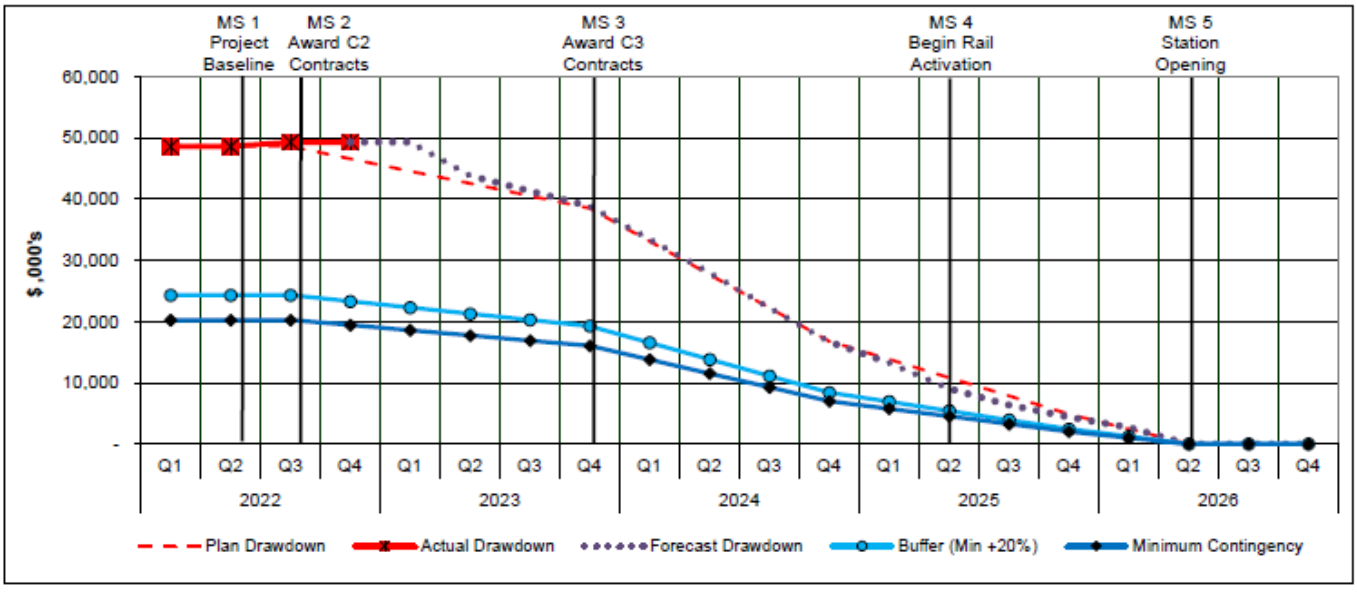
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$0.0	0.0%	$0.0	0.0%
Allocated Contingency	$30.9	12.9%	$48.2	23.2%
Unallocated Contingency	$17.7	7.4%	$17.7	8.5%
Total:	**$48.6**	**20.2%**	**$65.8**	**31.7%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

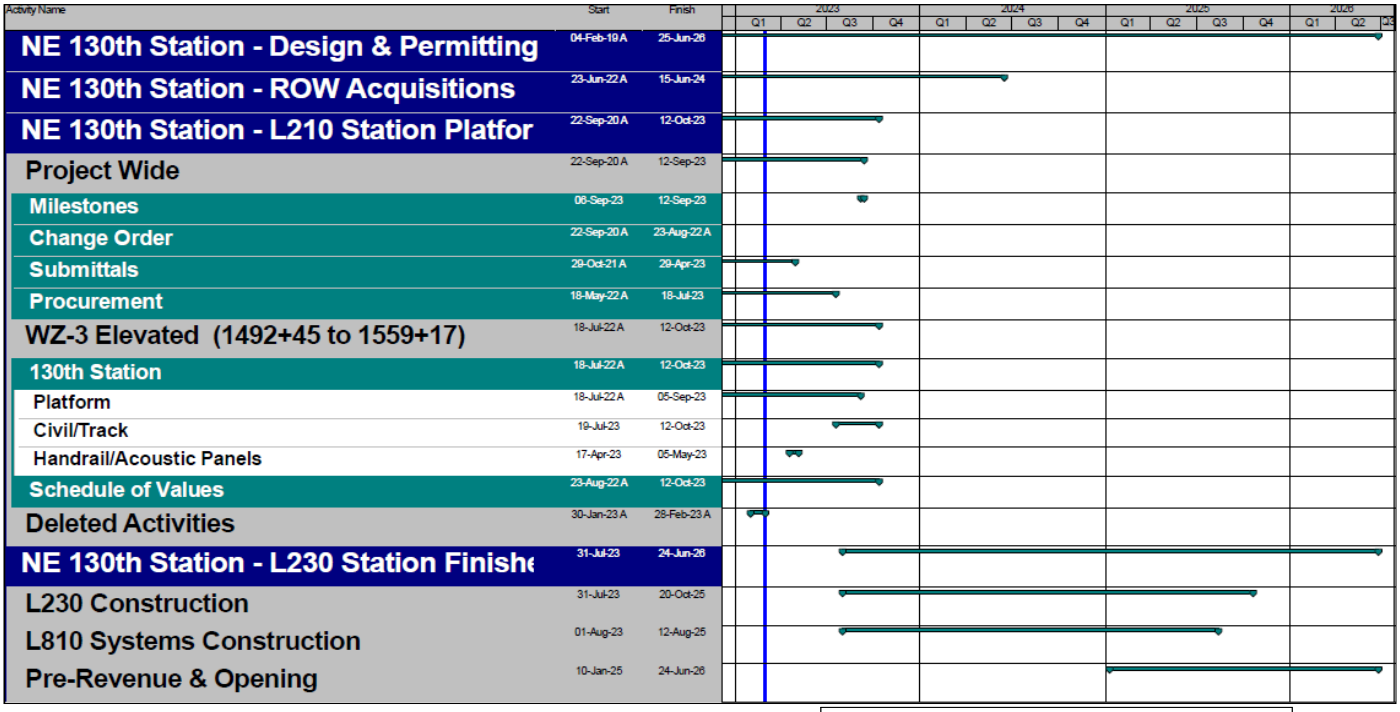
The following are the top project risks identified:

- Unresolved traffic control plan with jurisdictions affecting follow-on contractors.
- Seattle Design Commission requesting additional station elements/aesthetics.
- Additional requirements associated with possible federal funding for the project.

Project Schedule

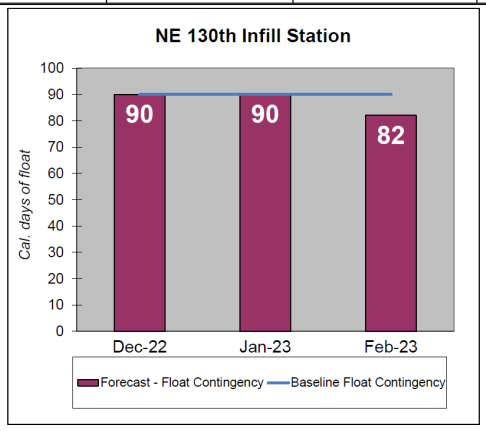
The weighted percent complete for the major construction contracts is calculated at 10.2%.

Civil work continues as Stacy & Witbeck / Kiewit / Hoffman (SKH) places concrete for the platform decks for the station as part of the L210 contract. Permitting activities for the building finishes, WSDOT Project Development Approval (PDA) and City of Seattle Street Improvement permit and building permit reviews for the station construction are ongoing, in support of the L230 Station Finishes contract. The L230 bid was advertised mid-February 2023 with bids due in April. The station is currently forecast to open in Q2 2026.



Project Float

Project float currently stands at 82 days. The L210 schedule is showing some slippage from a late August completion to a September site handover to the L230 contractor. ST is monitoring the progress of the early structural work and its potential to impact of the completion of the station contract.



Link Light Rail
NE 130th St Infill Station

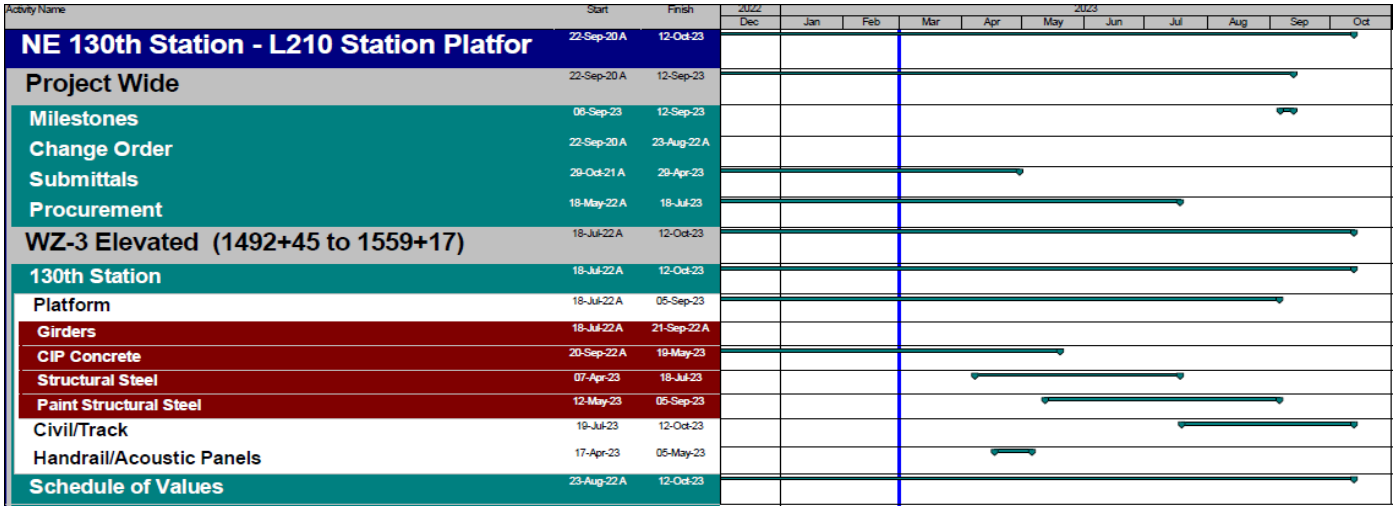
Contract L210 GC/CM

Current Progress

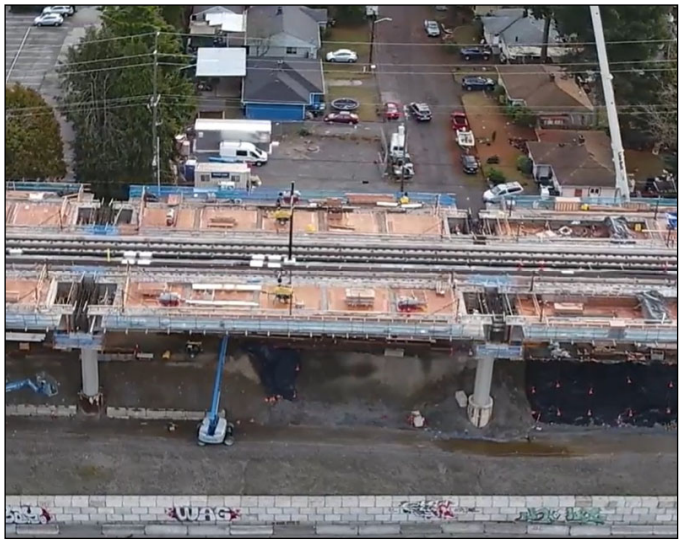
- Continued guideway decking installation.
- Continued preparing for canopy steel delivery to site.
- Completed elevator beam concrete placement.

Schedule Summary

The schedule continues to forecast contract completion and close-out in October 2023. The L210 baseline schedule has been reviewed and accepted. The February update currently forecast a demobilization from the site in September 2023, allowing the future L230 contractor to start on site as planned. The schedule currently forecast the completion of structural concrete in late April 2023, with canopy steel erection starting in late March.



Present Financial Status	Amount
SKH – Civil Construction	
Original Contract Value	$22,287,507
Change Order Value	$535,112
Current Contract Value	$22,822,619
Total Actual Cost (Incurred to Date)	$12,780,671
Percent Complete	60.9%
Authorized Contingency	$3,242,493
Contingency Drawdown	$535,112
Contingency Index	3.7



Ariel view of station platform progress

Link Light Rail
North Corridor Maintenance of Way

Project Summary

Scope

Construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions.

The site contains a leased warehouse property that will undergo improvements to support a temporary facility that will serve the near-term Lynnwood Link Extension operations.

The leased site includes an option for Sound Transit to purchase the property to serve as the permanent facility.

Phase

Design (Temporary Facility)

Budget

$32M

Design for Temporary Facility. Right-of-Way Activities for Permanent Facility.

Schedule

Q4 2023 Temporary Facility

Q4 2027 Permanent Facility



Site Location: North MOW

Key Project Activities

- Completed site investigations for tenant improvement work.
- Initiated property acquisition process.
- Project team is exploring mitigations to support Lynnwood Link Extension pre-revenue service. Current schedule does not meet this date.

Link Light Rail
North Corridor Maintenance of Way

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions.

This period approximately $49K was incurred. The project expenditures include completing site investigations for the tenant improvement of the temporary facility and initiating the property acquisition process.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$2.1	$0.6	$0.6	$2.1	$0.0
Preliminary Engineering	$1.9	$1.2	$0.2	$1.9	$0.0
Final Design	$3.1	$0.0	$0.0	$3.1	$0.0
Construction Services	$1.2	$0.0	$0.0	$1.2	$0.0
3rd Party Agreements	$0.5	$0.0	$0.0	$0.5	$0.0
Construction	$3.3	$0.0	$0.0	$3.3	$0.0
ROW	$20.0	$1.4	$1.4	$20.0	$0.0
Total	**$32.0**	**$3.2**	**$2.2**	**$32.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project wide risks:

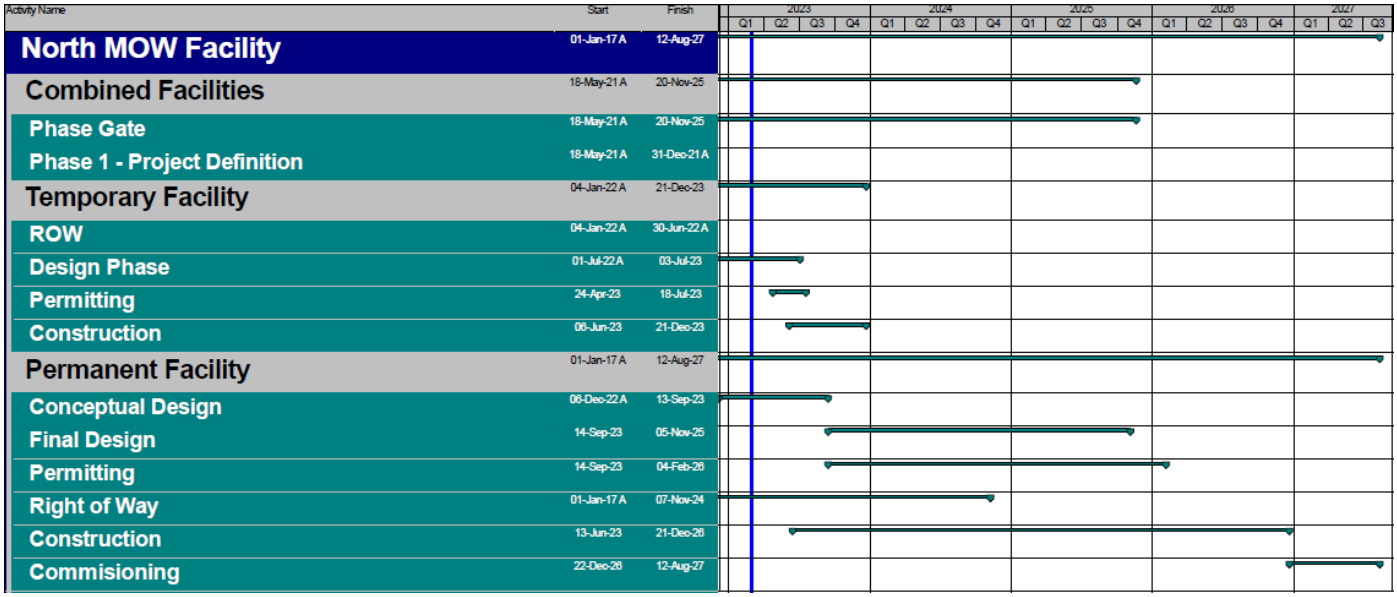
- Tenant improvements needed by Q4 2023 to support Lynnwood Link pre-revenue service. Current schedule does not meet this date.
- Constrained staffing resources could impact project delivery.
- Permits for permanent facility may take longer than expected.
- Property requires more extensive restoration than originally thought for the temporary facility, requiring additional design and construction work than expected.

Link Light Rail
North Corridor Maintenance of Way

Project Schedule

The North Maintenance of Way Facility continues to move forward with the two element approach. The temporary facility is currently being leased and evaluated for current needs. The tenant improvement design is getting started. The permanent facility is still in early development.

The temporary facility is scheduled to open in late 2023, prior to the Lynnwood Link Extension opening. The project team is exploring mitigations to support Lynnwood Link Extension pre-revenue service. The permanent facility currently has a long-range time frame of 2027, subject to ongoing evaluation.



Community Engagement

- None to report this period.

Link Light Rail
North Corridor Maintenance of Way

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTEs are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below Planned FTE levels. Over time the variance should trend closer to planned as the project moves into tenant improvement design on the temporary facility, including acquisition support activities, and early design options for the permanent facility.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.2	1.0	3.2
Consultants	6.0	1.0	5.0
TOTAL	10.2	2.0	8.2

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail
Tacoma Dome Link Extension

Project Summary

Scope

Limits — Federal Way Transit Center to South Federal Way, Fife, Portland Avenue, and Tacoma Dome

Alignment — The Tacoma Dome Link Extension (TDLE) expands light rail 9.7 miles from the Federal Way Transit Center to Tacoma. The representative alignment travels adjacent to I-5 with four stations.

Stations — South Federal Way, Fife, Portland Avenue and Tacoma Dome

Systems — Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)

Phase — Planning: Alternative Development/Project Development

Budget — $126.4 M for Preliminary Engineering Phase 1—Alternative Development Phase 2

Schedule — Target Dates:
Tacoma Dome Station, 2032
Parking at South Federal Way & Fife, 2038

A separate project, Tacoma Dome Station Parking and Access Improvements, will fund non-motorized and/or parking improvements in the vicinity of Tacoma Dome Station. This project will be developed in parallel with TDLE.



Map of Tacoma Dome Link Extension

Key Project Activities

Major activities are highlighted below. Additional activities for this report period can be found on the following report pages.

Tacoma Dome Link Extension (TDLE)

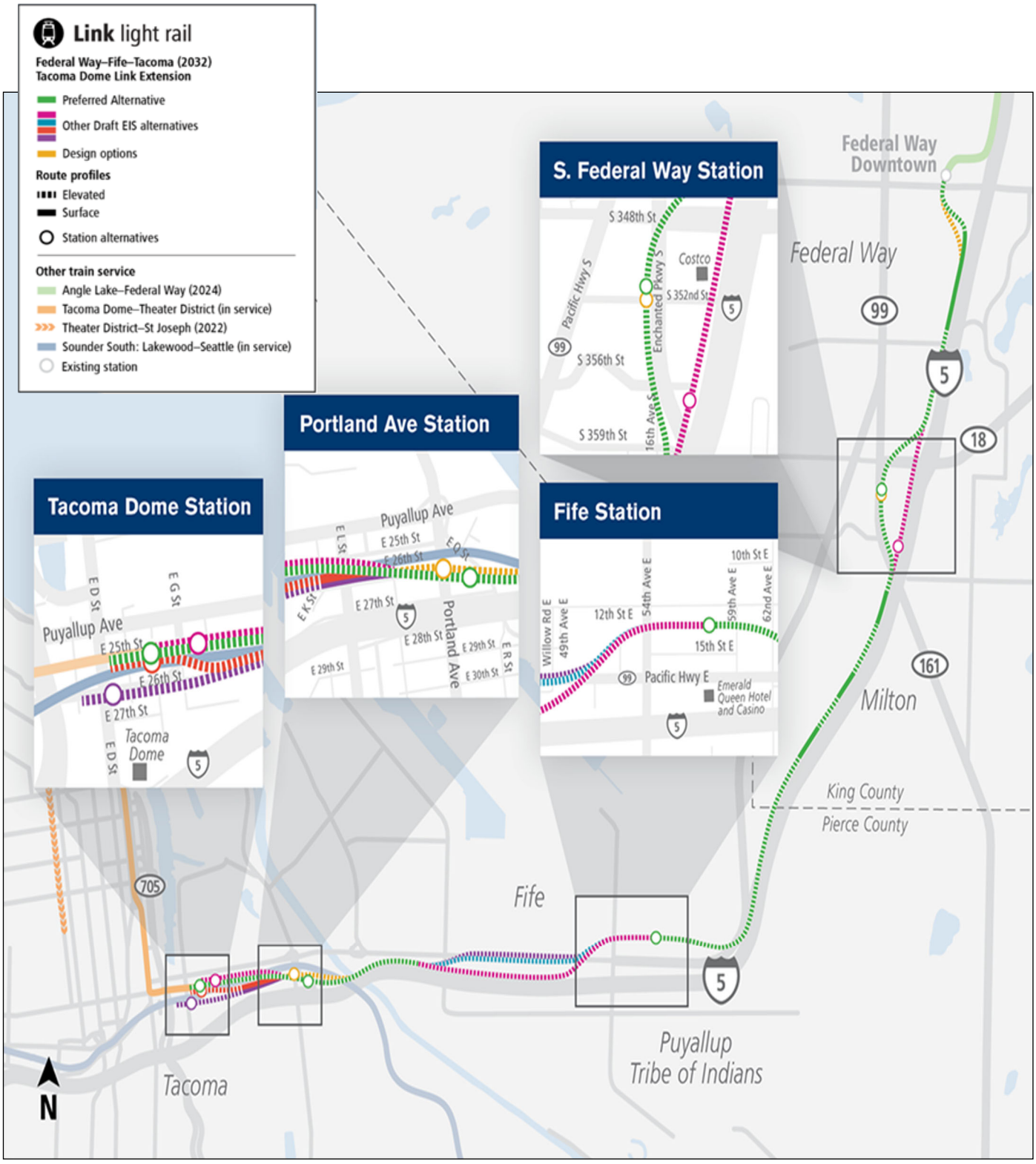
- Sound Transit Board scheduled to identify additional alternatives to study in DEIS in South Federal Way and Fife segments station area in March.

Operations and Maintenance Facility South (OMF South)

- Continued production of the Final Environmental Impact Statement (FEIS) and supporting design.
- Geotechnical borings in the proposed OMF South project area and related Real Property and engagement coordination with property owners.
- Continued design development in coordination with Tribal Nations and agency partners.
- Preferred DBPM selected and scheduled for May Board approval to award DBPM contract.
- Ongoing coordination with Federal Partners on environmental review.

Project Map

Graphic below depicts additional detail of the project route and station alignments being considered.



Project Cost Summary

The Tacoma Dome Link Extension and OMF South project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

For this period $1.4M was incurred. The majority of project expenditures were for preliminary engineering associated with TDLE Phase 2 and OMF South Phase 3.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$31.3	$19.5	$19.2	$31.3	$0.0
Preliminary Engineering	$97.8	$84.1	$47.3	$97.8	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$20.0	$0.0	$0.0	$20.0	$0.0
3rd Party Agreements	$6.4	$3.7	$1.8	$6.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$143.6	$1.2	$0.9	$143.6	$0.0
Total	**$299.1**	**$108.5**	**$69.2**	**$299.1**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 ROW, Land	$128.6	$1.2	$0.9	$128.6	$0.0
80 Professional Services	$154.7	$107.3	$68.3	$154.7	$0.0
90 Unallocated Contingency	$15.8	$0.0	$0.0	$15.8	$0.0
Total (10 - 90)	**$299.1**	**$108.5**	**$69.2**	**$299.1**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project-wide risks:

Tacoma Dome Link Extension (TDLE)

- Identification of a new station option in Fife outside the flood-plain and additional identification and environmental review of alignments in the South Federal Way area will substantially impact the DEIS publication and have corresponding impacts to revenue service date.
- Heightened risk of design changes or unanticipated mitigation associated with cultural and/or natural resources may increase project cost and extend schedule.
- Environmental mitigation costs could increase.
- Potential impacts from higher real estate and construction costs.
- Potential design or construction challenges could emerge as work progresses, including crossing of Puyallup River may increase time needed.
- Unknown requests / requirements from third parties could result in higher costs.
- Potential permitting challenges and other necessary timely coordination / approvals with many permitting authorities.

OMF South

- New FHWA NEPA guidelines have changed NEPA process and impact schedule.
- Preferred Alternative in Federal Way requires street vacation and code deviation, negotiations and/ or mitigations could impact schedule.
- Environmental permitting challenges. An ecosystem mitigation plan acceptable to all parties, may take longer to negotiate and/or cost more than anticipated. A comprehensive mitigation plan will be required to mitigate unavoidable impacts to ecosystem resources on the S 336th Street site.
- Right-of-way cost may increase more than projected escalation rates as a result of property value increases in the region.
- Third party coordination and/or unanticipated required mitigation could increase cost.
- Unidentified utility conflicts, contaminated soil and/or groundwater may be discovered during construction, increasing cost.

Tacoma Dome Link Extension

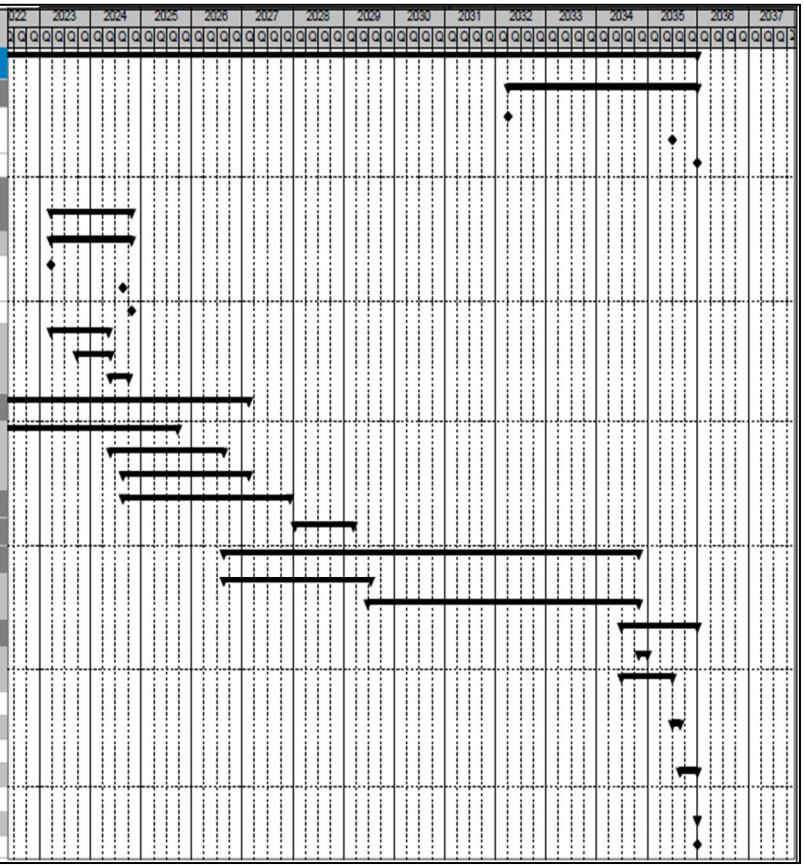
Current Progress

- Pending March Board action to add alternative and station options to DEIS, staff will continue production of the DEIS. Staff will monitor progress according to milestone schedule dates, while PD and executive team meet regularly to monitor schedule progress and develop mitigation actions as needed.
- Continued regular coordination with FTA, the Cities of Fife, Milton, Federal Way and Tacoma.

TDLE Project Schedule

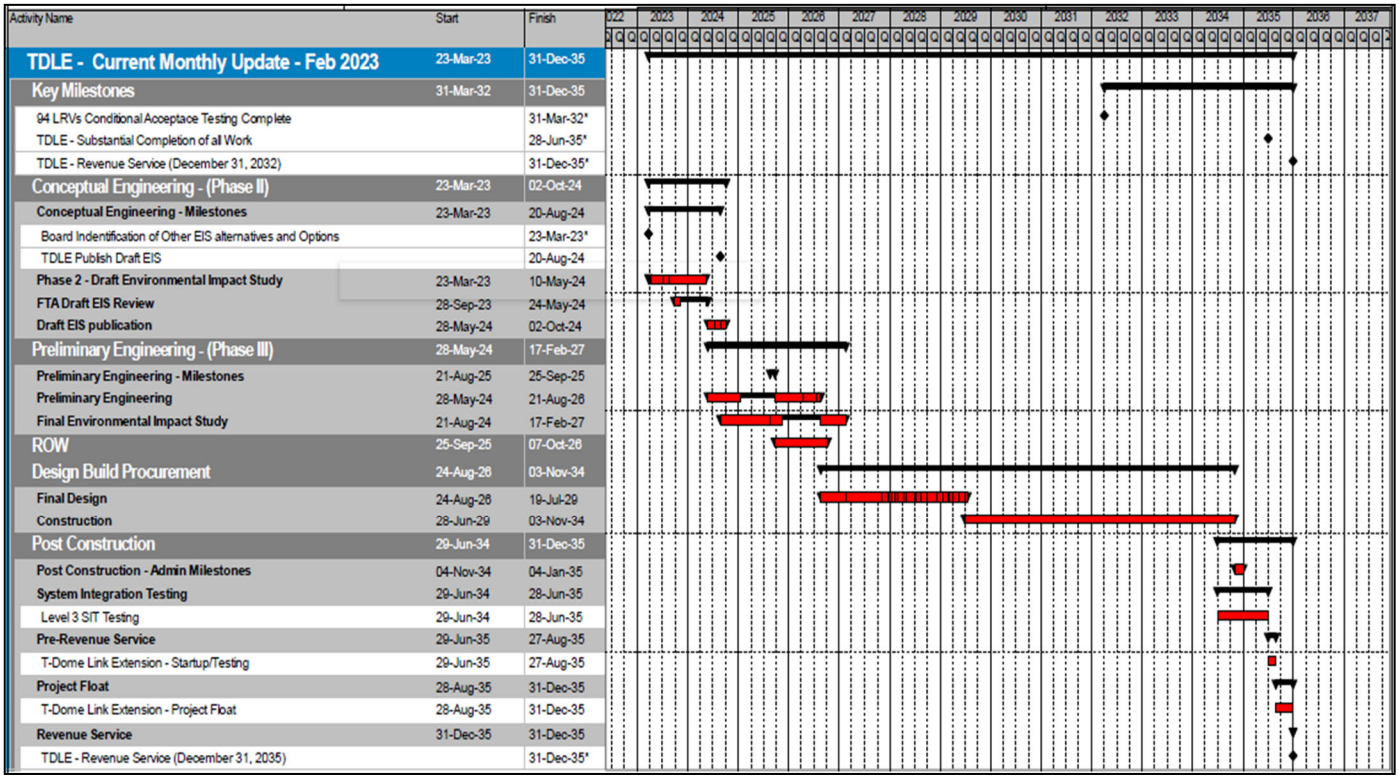
Below is the February 2023 schedule, reflects pending Board approval of a new station options in Fife and additional alignment alternative in South Federal Way for evaluation in the Draft EIS. This has substantial impacts to the EIS publication. The corresponding impacts has resulted in a three (3) calendar year delay to the Revenue Service, now scheduled for 2035.

Activity Name	Start	Finish
TDLE - Current Monthly Update - Feb 2023	22-May-17 A	31-Dec-35
Key Milestones	31-Mar-32	31-Dec-35
94 LRVs Conditional Acceptace Testing Complete		31-Mar-32*
TDLE - Substantial Completion of all Work		28-Jun-35*
TDLE - Revenue Service (December 31, 2032)		31-Dec-35*
TDLE and OMF South Alternative Analysis - (Phase I)	22-May-17 A	05-Jan-18 A
Conceptual Engineering - (Phase II)	23-Mar-23	24-Oct-24
Conceptual Engineering - Milestones	23-Mar-23	24-Oct-24
Board Indentification of Other EIS alternatives and Options		23-Mar-23*
TDLE Publish Draft EIS		20-Aug-24
TDLE Board Confirms Preferred Alternative		24-Oct-24
Phase 2 - Draft Environmental Impact Study	23-Mar-23	10-May-24
FTA Draft EIS Review	28-Sep-23	24-May-24
Draft EIS publication	28-May-24	02-Oct-24
Preliminary Engineering - (Phase III)	05-Aug-19 A	17-Feb-27
Preliminary Engineering - Milestones	05-Aug-19 A	25-Sep-25
Preliminary Engineering	28-May-24	21-Aug-26
Final Environmental Impact Study	21-Aug-24	17-Feb-27
ROW	21-Aug-24	13-Dec-27
Permits and Agreements	14-Jan-28	13-Mar-29
Design Build Procurement	24-Aug-26	03-Nov-34
Final Design	24-Aug-26	19-Jul-29
Construction	28-Jun-29	03-Nov-34
Post Construction	29-Jun-34	31-Dec-35
Post Construction - Admin Milestones	04-Nov-34	04-Jan-35
System Integration Testing	29-Jun-34	28-Jun-35
Level 3 SIT Testing	29-Jun-34	28-Jun-35
Pre-Revenue Service	29-Jun-35	27-Aug-35
T-Dome Link Extension - Startup/Testing	29-Jun-35	27-Aug-35
Project Float	28-Aug-35	31-Dec-35
T-Dome Link Extension - Project Float	28-Aug-35	31-Dec-35
Revenue Service	31-Dec-35	31-Dec-35
TDLE - Revenue Service (December 31, 2035)		31-Dec-35*



TDLE Critical Path Analysis

The critical path for TDLE is running through Phase 2 publishing of the DEIS and ST Board Preferred Alternative identified / confirmed. Any slippage to Phase 2 and Phase 3 could impact the Revenue Service target date completion of Q4 2035.



Activity Name	Start	Finish
TDLE - Current Monthly Update - Feb 2023	23-Mar-23	31-Dec-35
Key Milestones	31-Mar-32	31-Dec-35
94 LRVs Conditional Acceptace Testing Complete		31-Mar-32*
TDLE - Substantial Completion of all Work		28-Jun-35*
TDLE - Revenue Service (December 31, 2032)		31-Dec-35*
Conceptual Engineering - (Phase II)	23-Mar-23	02-Oct-24
Conceptual Engineering - Milestones	23-Mar-23	20-Aug-24
Board Indentification of Other EIS alternatives and Options		23-Mar-23*
TDLE Publish Draft EIS		20-Aug-24
Phase 2 - Draft Environmental Impact Study	23-Mar-23	10-May-24
FTA Draft EIS Review	28-Sep-23	24-May-24
Draft EIS publication	28-May-24	02-Oct-24
Preliminary Engineering - (Phase III)	28-May-24	17-Feb-27
Preliminary Engineering - Milestones	21-Aug-25	25-Sep-25
Preliminary Engineering	28-May-24	21-Aug-26
Final Environmental Impact Study	21-Aug-24	17-Feb-27
ROW	25-Sep-25	07-Oct-26
Design Build Procurement	24-Aug-26	03-Nov-34
Final Design	24-Aug-26	19-Jul-29
Construction	28-Jun-29	03-Nov-34
Post Construction	29-Jun-34	31-Dec-35
Post Construction - Admin Milestones	04-Nov-34	04-Jan-35
System Integration Testing	29-Jun-34	28-Jun-35
Level 3 SIT Testing	29-Jun-34	28-Jun-35
Pre-Revenue Service	29-Jun-35	27-Aug-35
T-Dome Link Extension - Startup/Testing	29-Jun-35	27-Aug-35
Project Float	28-Aug-35	31-Dec-35
T-Dome Link Extension - Project Float	28-Aug-35	31-Dec-35
Revenue Service	31-Dec-35	31-Dec-35
TDLE - Revenue Service (December 31, 2035)		31-Dec-35*

Community Engagement

- Tabled at the Asia Pacific Cultural Center's Lunar New Year event.
- Preparing for community engagement in March on potential additional alternatives to study in Draft EIS.

Link Light Rail
Tacoma Dome Link Extension

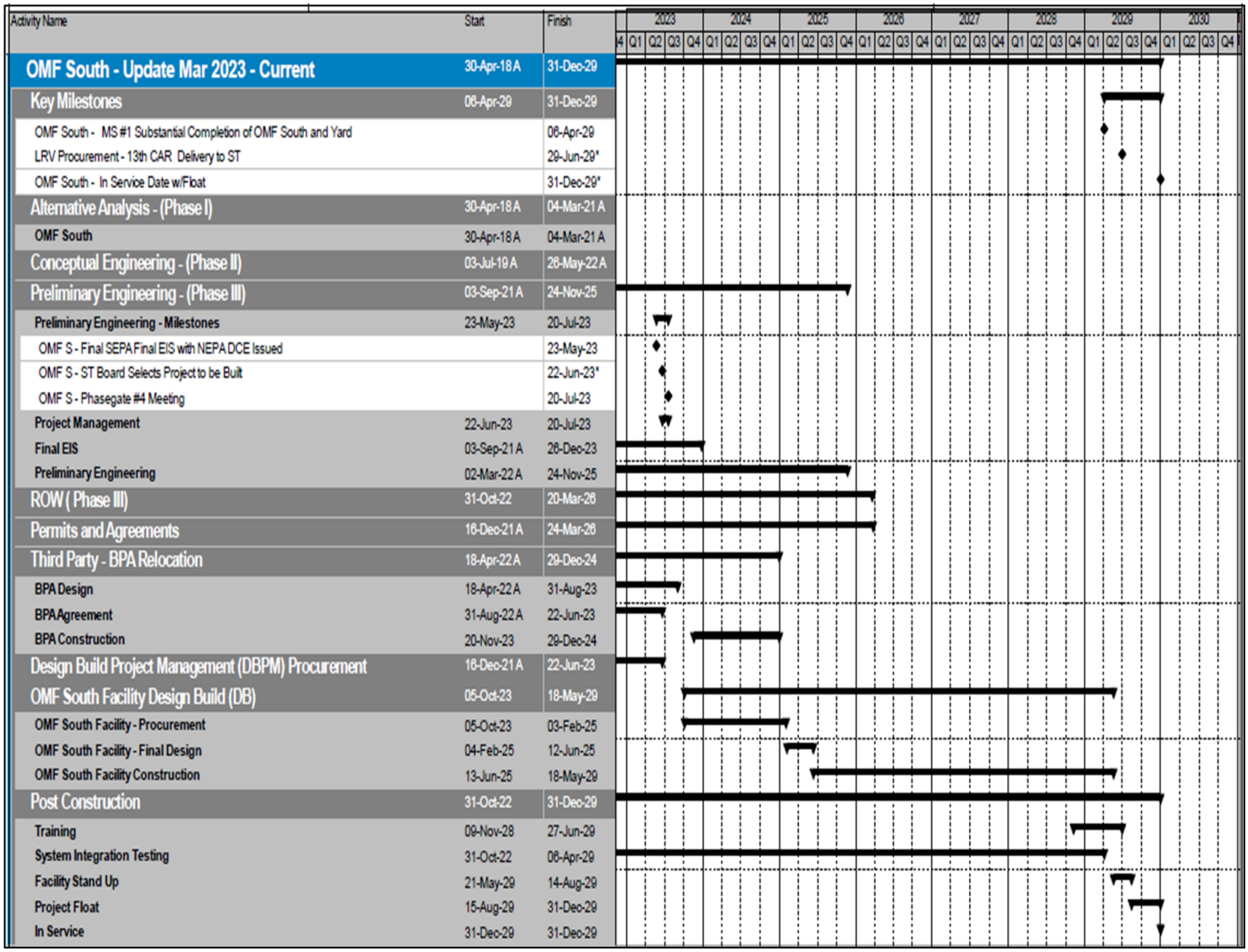
Operations and Maintenance Facility South

Current Progress

- Continued work on the Final Environmental Impact Statement (FEIS) and supporting design.
- Continued regular coordination with City of Federal Way on design, land use, city code and permitting.
- Continued coordination with environmental permitting agencies.
- Coordinating and collaborating with Real Properties in preparation for drop-in open houses.

OMF South Project Schedule

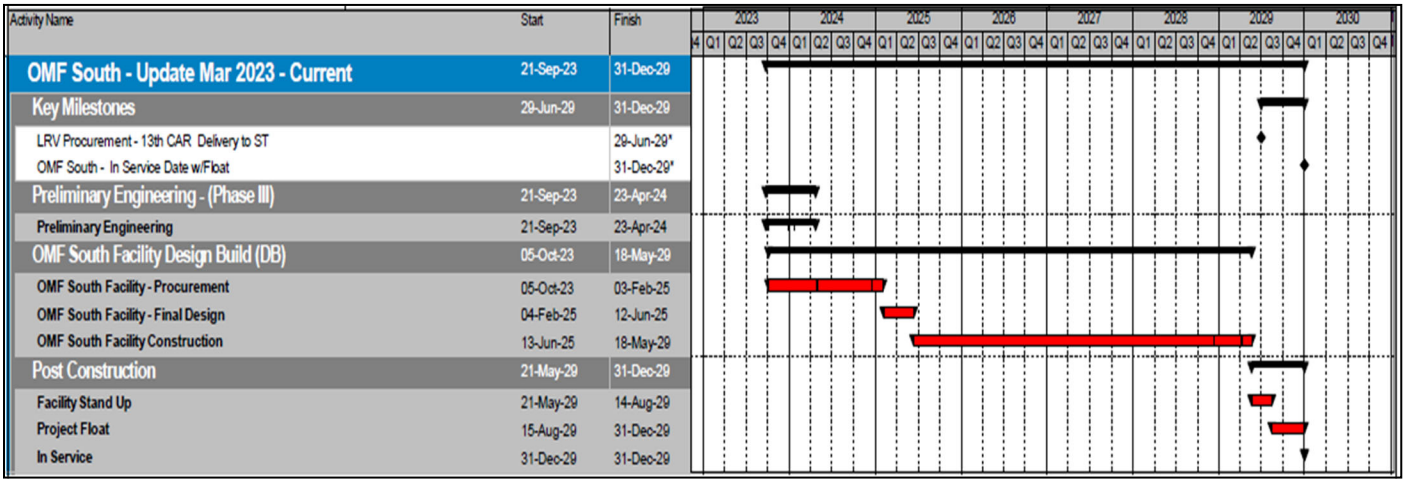
Below is the summary schedule as of February 28, 2023. Project is Phase 3 with the Final SEPA/FEIS milestone is forecasted for Q2 2023. Delayed site design concurrence and ongoing discussions with the federal agencies over changes in NEPA guidelines are likely to result in a delay of "Selecting Project to be Built" milestone. None of these impacts are reflected in the current schedule.



Activity Name	Start	Finish
OMF South - Update Mar 2023 - Current	30-Apr-18 A	31-Dec-29
Key Milestones	06-Apr-29	31-Dec-29
OMF South - MS #1 Substantial Completion of OMF South and Yard		06-Apr-29
LRV Procurement - 13th CAR Delivery to ST		29-Jun-29*
OMF South - In Service Date w/Float		31-Dec-29*
Alternative Analysis - (Phase I)	30-Apr-18 A	04-Mar-21 A
OMF South	30-Apr-18 A	04-Mar-21 A
Conceptual Engineering - (Phase II)	03-Jul-19 A	26-May-22 A
Preliminary Engineering - (Phase III)	03-Sep-21 A	24-Nov-25
Preliminary Engineering - Milestones	23-May-23	20-Jul-23
OMF S - Final SEPA Final EIS with NEPA DCE Issued		23-May-23
OMF S - ST Board Selects Project to be Built		22-Jun-23*
OMF S - Phasegate #4 Meeting		20-Jul-23
Project Management	22-Jun-23	20-Jul-23
Final EIS	03-Sep-21 A	26-Dec-23
Preliminary Engineering	02-Mar-22 A	24-Nov-25
ROW (Phase III)	31-Oct-22	20-Mar-26
Permits and Agreements	16-Dec-21 A	24-Mar-26
Third Party - BPA Relocation	18-Apr-22 A	29-Dec-24
BPA Design	18-Apr-22 A	31-Aug-23
BPA Agreement	31-Aug-22 A	22-Jun-23
BPA Construction	20-Nov-23	29-Dec-24
Design Build Project Management (DBPM) Procurement	16-Dec-21 A	22-Jun-23
OMF South Facility Design Build (DB)	05-Oct-23	18-May-29
OMF South Facility - Procurement	05-Oct-23	03-Feb-25
OMF South Facility - Final Design	04-Feb-25	12-Jun-25
OMF South Facility Construction	13-Jun-25	18-May-29
Post Construction	31-Oct-22	31-Dec-29
Training	09-Nov-28	27-Jun-29
System Integration Testing	31-Oct-22	06-Apr-29
Facility Stand Up	21-May-29	14-Aug-29
Project Float	15-Aug-29	31-Dec-29
In Service	31-Dec-29	31-Dec-29

OMF South Critical Path Analysis

The critical path for OMF South is running through Preliminary Engineering Final Environmental Impact Statement effort and issuance of Request For Proposal (RFP) procurement of the design-build contractor.



Activity Name	Start	Finish
OMF South - Update Mar 2023 - Current	21-Sep-23	31-Dec-29
Key Milestones	29-Jun-29	31-Dec-29
LRV Procurement - 13th CAR Delivery to ST		29-Jun-29*
OMF South - In Service Date w/Float		31-Dec-29*
Preliminary Engineering - (Phase III)	21-Sep-23	23-Apr-24
Preliminary Engineering	21-Sep-23	23-Apr-24
OMF South Facility Design Build (DB)	05-Oct-23	18-May-29
OMF South Facility - Procurement	05-Oct-23	03-Feb-25
OMF South Facility - Final Design	04-Feb-25	12-Jun-25
OMF South Facility Construction	13-Jun-25	18-May-29
Post Construction	21-May-29	31-Dec-29
Facility Stand Up	21-May-29	14-Aug-29
Project Float	15-Aug-29	31-Dec-29
In Service	31-Dec-29	31-Dec-29

Community Engagement

- No activities in this reporting period.

Right of Way

The Right of Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions may result in owner and tenant residential and commercial relocations. The right-of-way program status for this period is summarized in the following table.

Tacoma Dome Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
0	0	0	0	0	0

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Project has planned 130.5 average FTEs per month for the year 2023. To date, both ST and consultant actual staffing levels have recorded an underrun variance to the Planned Monthly FTE average. Since the decision on the test track and site layout has been made recently, the OMF South ramped up and expecting to be steady. TDLE project team is waiting for Board approval and authorization on Additional alignment and station options, and because of that HDR burn rate is low.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.5	19.7	10.8
Consultants	100	32.0	68.0
TOTAL	130.5	51.7	78.8

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail
West Seattle Link Extension

Project Summary

Scope

The West Seattle Extension includes 4.7 miles of light rail from downtown Seattle to West Seattle's Alaska Junction neighborhood and includes a bridge across the Duwamish Waterway.

The Draft EIS included alternatives on the south and north side of the West Seattle Bridge and elevated and tunnel guideway alternatives in West Seattle Junction.

Phase

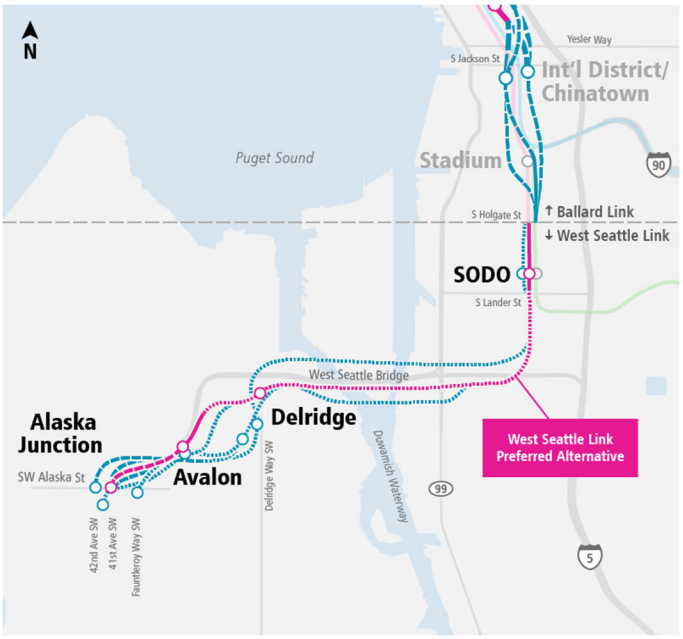
Planning

Budget

$225.0M through completion of Preliminary Engineering

Schedule

Target date: 2032



Map of Project Alignment

Key Project Activities

- Continued Phase 3 project development activities to prepare the Final EIS and conduct Preliminary Engineering for the West Seattle Link Extension.
- Continued engagement with partner and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.

Project Cost Summary

The West Seattle Link Extension is voter-approved projects under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2023.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $24M in 2023 for coordinating Final EIS development, preliminary engineering, project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$14.5	$2.4	$2.4	$14.5	$0.0
Preliminary Engineering	$84.2	$44.6	$28.2	$84.2	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$1.6	$0.0	$0.0	$1.6	$0.0
3rd Party Agreements	$2.7	$1.0	$0.6	$2.7	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$122.1	$1.1	$1.0	$122.1	$0.0
Total	**$225.0**	**$49.1**	**$32.1**	**$225.0**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 Row, Land	$121.8	$1.1	$1.0	$121.8	$0.0
80 Professional Services	$96.0	$48.0	$31.2	$96.0	$0.0
90 Unallocated Contingency	$7.2	$0.0	$0.0	$7.2	$0.0
Total (10 - 90)	**$225.0**	**$49.1**	**$32.1**	**$225.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

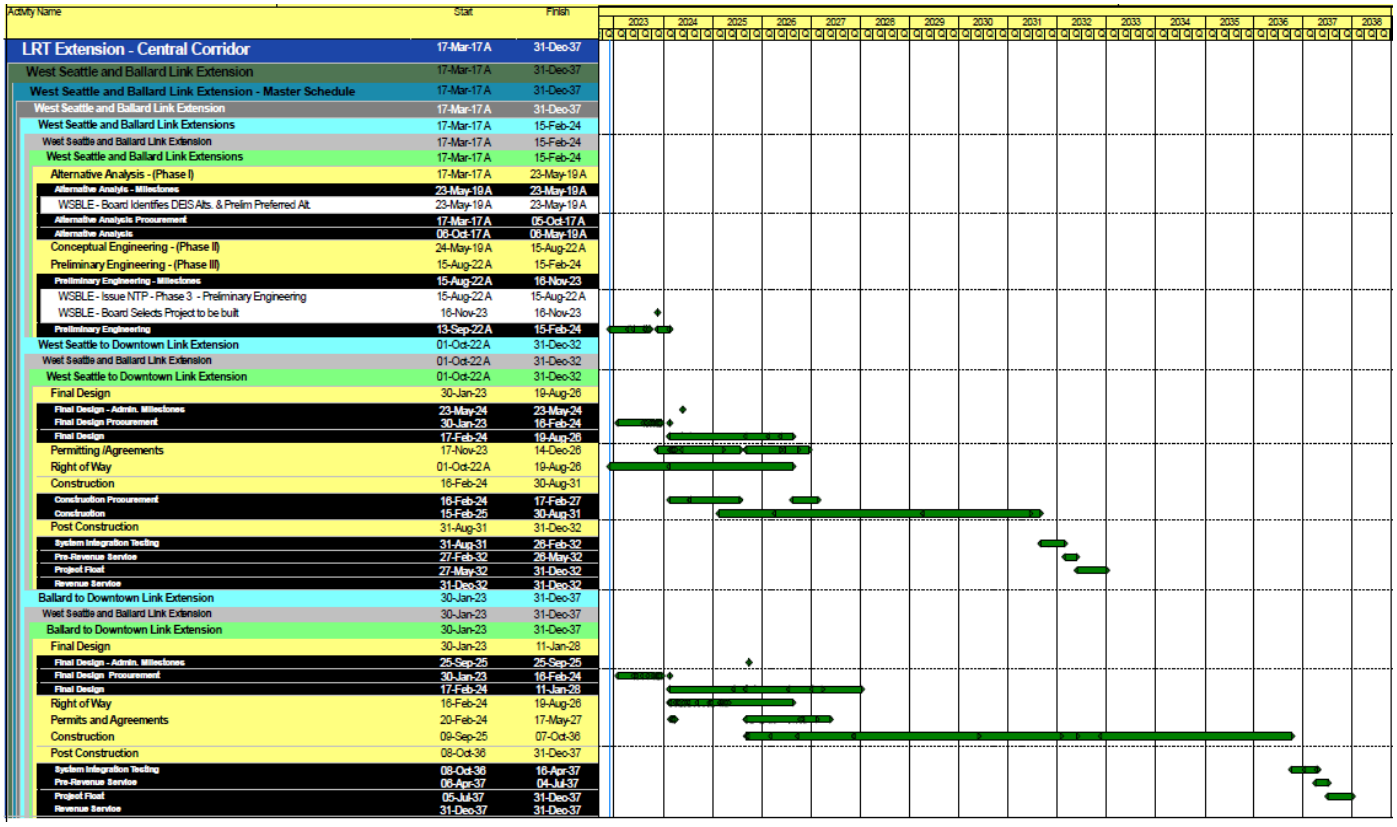
Risk Management

The following are the top project-wide risks:

- Delayed identification of preferred alternative and potential additional environmental process requirements could impact the schedule for completion of environmental documentation and design.
- Complexity of alignment in a constrained environment with challenging topography and waterway crossing.
- Potential construction effects in a constrained environment.
- Potential schedule risks associated with real estate acquisition process.
- Budget risk due to higher current real estate costs and construction costs.
- Potential permitting challenges and other necessary coordination/approvals could delay the project and add cost.

Project Schedule

The Board of Directors announced their realignment decision in August 2021, which includes a target date of 2032. The DEIS was published in January 2022 and Phase 3 Preliminary Engineering NTP was issued in August 2022, following the Board identification of the Preferred Alternative. The project is currently progressing towards the Select Project to be Built milestone, originally planned for November 2023. The project has experienced a delay to this milestone as a result of a 2-month delay to the Begin PE milestone. The forecast for the Select Project to be Built milestone is currently January 2024. While the project team is working to evaluate and mitigate the impacts of delays on the overall project schedule, it is currently forecasted to result in a 2 month delay to the target service date.



Community Engagement

- Conducted outreach to seven property owners throughout the corridor.
- Conducted two community outreach briefings, tours, and other external engagement activities throughout the corridor.
- Conducted continued fieldwork activities throughout the WSLE corridor.
- Held one in-person further studies open house.
- Hosted an online further studies survey from January 26 – February 17.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account, whereas the YTD monthly average only reflects January—February actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external agency capacity in response to COVID-19.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	12.9	21.1	(8.2)
Consultants	38.7	17.6	21.1
TOTAL	51.6	38.7	12.9

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Progress Report
Sounder Program



Sounder trains travel between Lakewood and Seattle with regular runs weekday mornings and afternoons. Sounder also serves select major weekend events such as Mariners, Sounders, and Seahawks games.

February | 2023

SOUNDTRANSIT

Prepared by Project Controls I Portfolio Services Office

Sounder Commuter Rail Program Overview



DuPont Extension: Project will plan, design and construct a Sounder service extension from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track & signal improvements, layover track improvements, and ancillary improvements. Preliminary project budgets established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Lakewood Station Access Improvements: Project will plan, design, and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders and drivers. This could mean investments in safer walking, rolling and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Puyallup Station Access Improvements: Project includes environmental documentation, design and construction of station access improvements at or around Puyallup Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

Sounder South Capacity Expansion: Project establishes a program of capital elements that will improve South Sounder access, capacity, and services in response to increase in demand. Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy. The elements included in this representative project will be refined during future phases of project development and are subject to change.

South Tacoma Station Access Improvements: Project will plan, design and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders, and drivers. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Sumner Kent Auburn Station Parking Access Improvements: Sumner, Kent, and Auburn Stations Parking and Access Improvements project will build bicycle, pedestrian, lighting, and parking access improvements at three South Sounder Stations. In January 2023 the Sound Transit Board authorized Resolution No. R2023-02, which combined the project budgets for Sumner, Kent, and Auburn Stations Parking and Access Improvements projects into one project baseline budget with shared contingencies. The combined project budget will provide agency administration, design, acquisition of right-of-way, construction, construction services, and third-party activities and includes an alternative concept allowance available to the three contracts to address procurement opportunities and innovation.

Sounder Commuter Rail Program Overview

Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

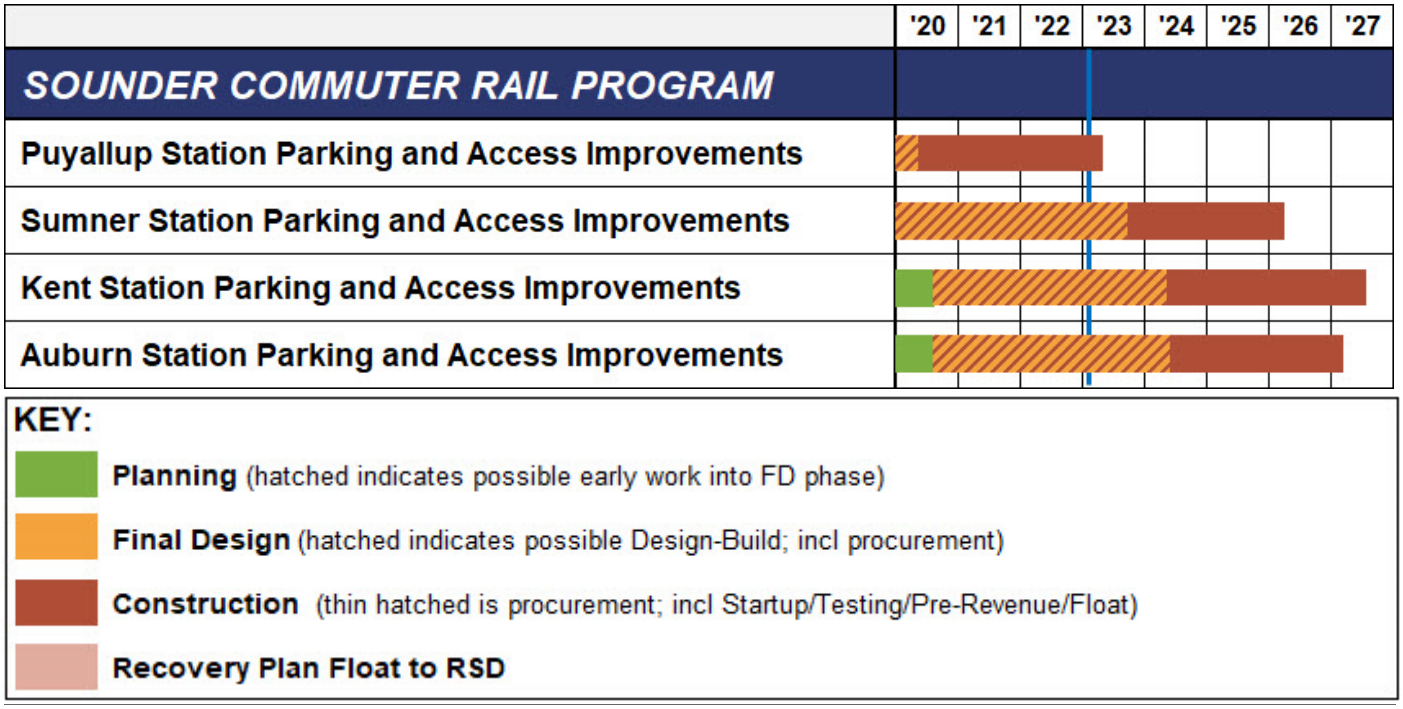
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Lakewood Station Access Improvements	$6.2	$3.9	$2.2	$6.2	$0.0
Puyallup Station Access Improvements	$81.9	$79.6	$78.1	$81.9	$0.0
Sounder South Capacity Expansion	$34.8	$9.5	$6.1	$34.8	$0.0
South Tacoma Station Access Improvements	$5.8	$3.9	$2.2	$5.8	$0.0
Sumner, Kent and Auburn SPAI	$359.7	$39.3	$34.4	$359.7	$0.0
Total	**$488.4**	**$136.2**	**$122.9**	**$488.4**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. Please see the individual project reports for further details, including schedules for pre-baselined projects.



Sounder Commuter Rail
Lakewood Station Access Improvements

Project Summary

Scope

This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

During Phase 2, the project will conceptually design the improvements and conduct an environmental review under SEPA.

Phase

Planning Phase 2—Conceptual Engineering and Environmental

Budget

$5.86 Million

Schedule

Target Date: 2030



Lakewood Station in Pierce County

Key Project Activities

- Continued to meet with jurisdictional partners to finalize design assumptions.
- Continued conducting survey work on the proposed improvements.
- Continued planning for Conceptual Engineering.



Lakewood Station Garage



Lakewood Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $12K with the majority of the amount coming from staff costs, outreach, and Phase 2 — Conceptual Engineering and Environmental Assessment activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$2.2	$0.7	$0.8	$2.2	$0.0
Preliminary Engineering	$3.3	$2.8	$1.1	$3.3	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.4	$0.3	$0.3	$0.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.3	$0.1	$0.0	$0.3	$0.0
Total	**$6.2**	**$3.9**	**$2.2**	**$6.2**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal Sound Transit scope changes could lead to increased costs and delays to the schedule.
- Too many desired improvements may exceed the financial plan budget.

Project Schedule

Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

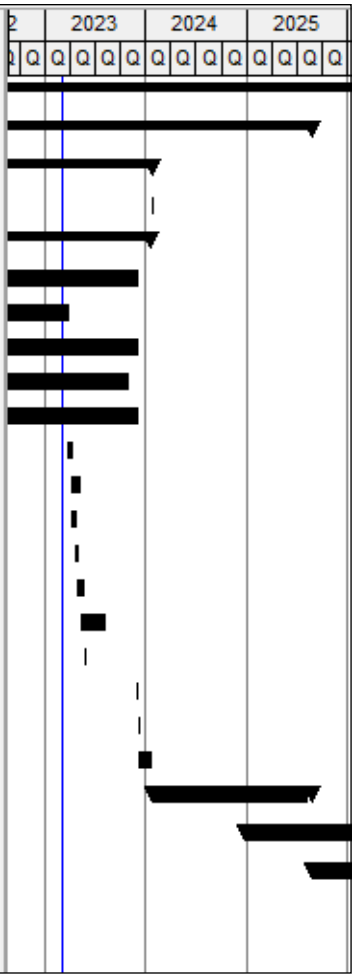
Phase I - Alternative Development NTP was issued in December 2020. The consultant has completed Alternative Development for this project on March 31, 2022. In March 2022, staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. Currently working on community engagements, environmental reviews, conceptual design plans and reports, and methodology reports.

Selecting Delivery Method is expected during Q3 2023. Board selection of projects to be built is planned for Q1 2024.

The target open for service date for this project is planned for Q4 2030.

Activity Name	Start	Finish
Lakewood Station Access Improvements - Master Schedule	02-May-22 A	31-Dec-30
Perliminary Engineering	02-May-22 A	28-Aug-25
Phase II - Conceptual Engineering	02-May-22 A	25-Jan-24
Board Selects Projects to be Build	25-Jan-24	25-Jan-24
Conceptual Engineering	02-May-22 A	16-Jan-24
Phase 2 Draft SEPA and CE	02-May-22 A	28-Nov-23
Prepare Cost Estimate	02-May-22 A	22-Mar-23
DEA Performss and Completes CE/ENV	02-May-22 A	28-Nov-23
External Engagement	01-Jun-22 A	25-Oct-23
Finalize SEPA, Check List and Review	01-Jun-22 A	28-Nov-23
Submit Cost Estimate	23-Mar-23	05-Apr-23
Cost Estimates Review and Approval - Preferred Alt.	06-Apr-23	05-May-23
Consultant prepare for QRA Sesstion	06-Apr-23	19-Apr-23
QRA Session	20-Apr-23	26-Apr-23
Finalize Schedule and Cost Estimates Per QRA Session Output	27-Apr-23	19-May-23
Prepare for Gate 2: Select Delivery Method	08-May-23	31-Jul-23
All Documents Due before Phase Gate Meeting	22-May-23	26-May-23
Publish SEPA	28-Nov-23	28-Nov-23
Phasegate #2 Meeting - Confirm Delivery Method	05-Dec-23	05-Dec-23
Prepare for Board Meeting	06-Dec-23	16-Jan-24
Phase III - Preliminary Engineering	26-Jan-24	28-Aug-25
Right of Way	27-Dec-24	26-Dec-26
Final Design	29-Aug-25	17-Mar-28
Construction	20-Mar-28	29-Jul-30
Post Construction	30-Jul-30	31-Dec-30



Community Engagement.

- Continued drafting a summary of Fall/Winter Community Outreach, which will be posted in March.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs as the conceptual plans and reports are still under development and not ready for staff review. Staff are continuing to work on laying out assumptions for the improvements that will inform the conceptual design and are also developing materials for the upcoming activities planned for later in the year. As the conceptual design advances, we anticipate more staff will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.7	1.8	(0.1)
Consultants	4.0	3.2	0.8
TOTAL	5.7	5.0	0.7

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail
Puyallup Station Access Improvements

Project Summary

Scope

The project is to improve access to the existing Puyallup Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

The project includes a new 500-space parking garage, new surface parking with approximately 165 spaces, and includes a pedestrian bridge over 5th Street Northwest.

Phase

Final Design and Construction

Budget

$81.9 Million

Schedule

Open for Service: Q1 2023



Improving access to Sounder Puyallup Station

Key Project Activities

- Activated last traffic control signal.
- Final draft of operating agreement sent to City of Puyallup.
- Finalizing easements and dedications.
- Received final punch list from City of Puyallup.

Closely Monitored Issues

- Coordination of work with BNSF and the City of Puyallup required to execute off-site intersection and signal improvements.
- City leadership has linked the execution of the operating agreement regarding public use of parking during non-transit hours to the certificate of occupancy for the garage.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period expenditures increased by $1.9M. The incurred cost increased from $76.2M to $78.1M. The majority of this period's costs are attributed to staff costs, construction management services, and the design-build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$4.6	$5.5	$5.1	$5.0	$5.5	$0.0
Preliminary Engineering	$2.9	$2.6	$2.6	$2.6	$2.6	$0.0
Final Design	$0.2	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$5.2	$5.7	$5.7	$5.3	$5.7	$0.0
3rd Party Agreements	$2.2	$0.0	$0.0	$0.0	$0.0	$0.0
Construction	$58.4	$61.4	$59.6	$58.5	$61.4	$0.0
ROW	$5.6	$6.7	$6.6	$6.6	$6.7	$0.0
Total	**$79.1**	**$81.9**	**$79.6**	**$78.1**	**$81.9**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$47.1	$33.8	$31.5	$31.8	$33.8	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$1.0	$9.2	$9.4	$9.1	$9.2	$0.0
50 Systems	$0.0	$4.8	$5.0	$4.9	$4.8	$0.0
Construction Subtotal (10 - 50)	**$48.0**	**$47.7**	**$45.9**	**$45.8**	**$47.7**	**$0.0**
60 ROW, Land	$5.4	$6.7	$6.6	$6.6	$6.7	$0.0
80 Professional Services	$22.0	$27.4	$27.1	$25.7	$27.4	$0.0
90 Unallocated Contingency	$3.7	$0.1	$0.0	$0.0	$0.1	$0.0
Total (10 - 90)	**$79.1**	**$81.9**	**$79.6**	**$78.1**	**$81.9**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The Puyallup project budget was baselined in February 2019 with a total contingency of $14.6M. Since baselining, there were drawdowns on AC and UAC to address the procurement of the design-build construction contract, design-building project management, and various construction change orders. The baseline contingency levels were insufficient and required an additional $3.25M that was approved by the Sound Transit Board in April 2022.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down and is no longer reported.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period $469K in AC was used for an executed change order for the S300017 contract.

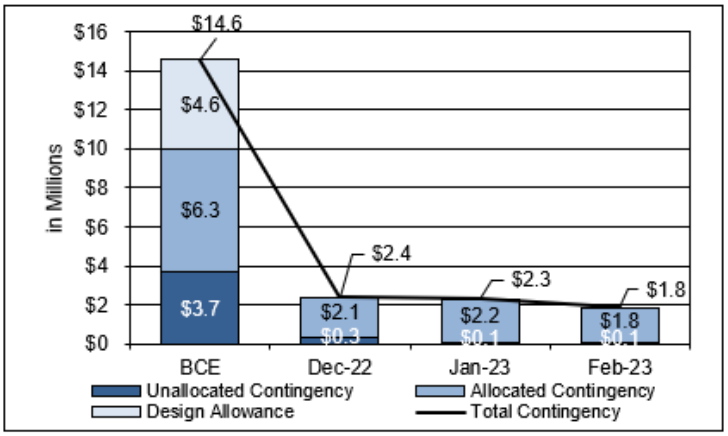
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$4.6	5.8%	$0.0	0.0%
Allocated Contingency	$6.3	8.0%	$1.8	41.4%
Unallocated Contingency	$3.7	4.7%	$0.1	1.8%
Total:	**$14.6**	**18.4%**	**$1.8**	**43.2%**

Table figures are shown in millions.

Contingency by Type



Risk Management

The following are the top project wide risks:

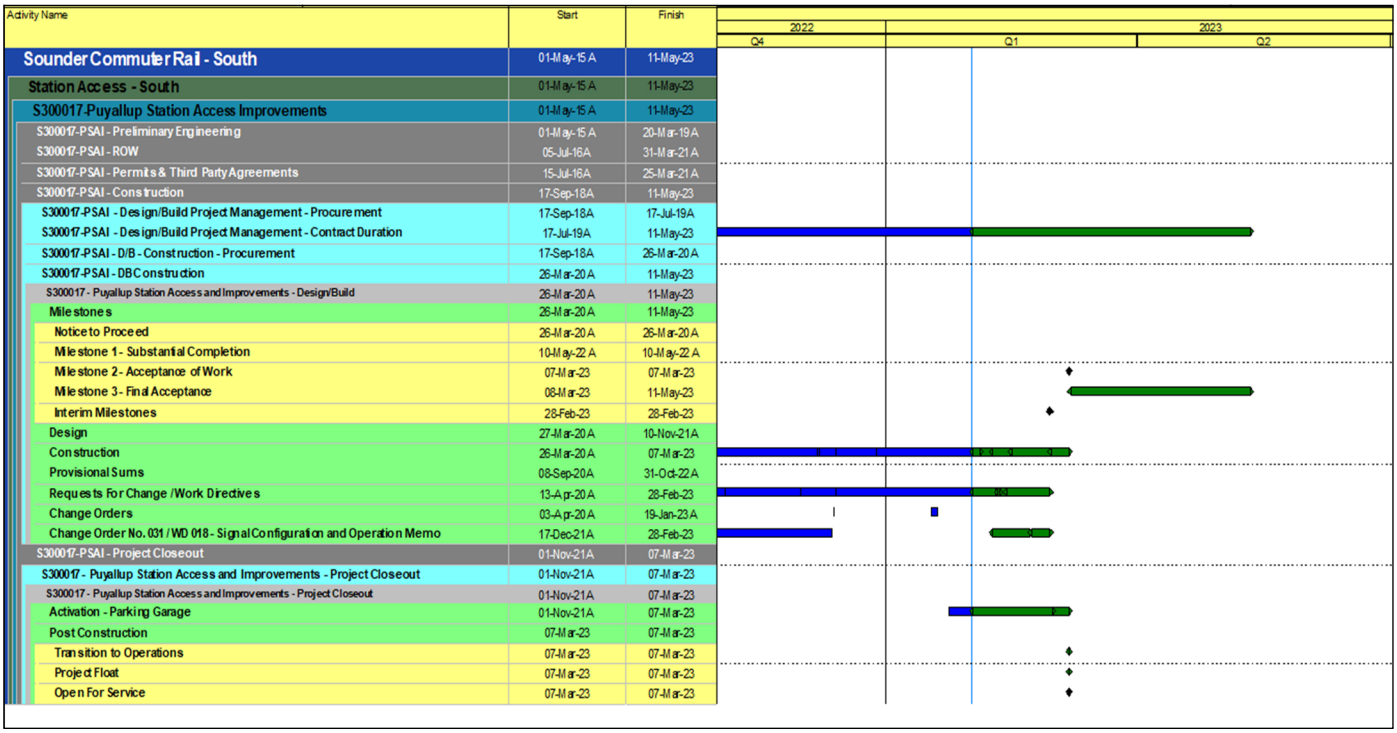
- Coordination of the City of Puyallup and design-builder to execute off-site improvements (intersection and signal upgrades) takes longer than expected or incurs greater expense.
- Execution of operating agreement with the City of Puyallup impacts opening date.

Sounder Commuter Rail
Puyallup Station Access Improvements

Project Schedule

The weighted percent complete for January is 99.7% based on invoicing forecasts. Change Order #32 has been issued to extend Milestone #1, Substantial Completion of the Parking Garage, 124 days to May 10, 2022. Milestone #1 Parking Garage Completion was completed in May 2022. Change Order #35 has been issued to extend Milestone #2 (Acceptance of All Work) 185 days to Dec. 11, 2022.

February 2023 schedule update has not been submitted. The graphic below represents January 2023 schedule update. Traffic mitigation work is expected to be completed in Q1 2023.



Activity Name	Start	Finish
Sounder Commuter Rail - South	01-May-15 A	11-May-23
Station Access - South	01-May-15 A	11-May-23
S300017-Puyallup Station Access Improvements	01-May-15 A	11-May-23
S300017-PSAI - Preliminary Engineering	01-May-15 A	20-Mar-19 A
S300017-PSAI - ROW	05-Jul-16 A	31-Mar-21 A
S300017-PSAI - Permits & Third Party Agreements	15-Jul-16 A	25-Mar-21 A
S300017-PSAI - Construction	17-Sep-18 A	11-May-23
S300017-PSAI - Design/Build Project Management - Procurement	17-Sep-18 A	17-Jul-19 A
S300017-PSAI - Design/Build Project Management - Contract Duration	17-Jul-19 A	11-May-23
S300017-PSAI - D/B - Construction - Procurement	17-Sep-18 A	26-Mar-20 A
S300017-PSAI - DB Construction	26-Mar-20 A	11-May-23
S300017 - Puyallup Station Access and Improvements - Design/Build	26-Mar-20 A	11-May-23
Milestones	26-Mar-20 A	11-May-23
Notice to Proceed	26-Mar-20 A	26-Mar-20 A
Milestone 1 - Substantial Completion	10-May-22 A	10-May-22 A
Milestone 2 - Acceptance of Work	07-Mar-23	07-Mar-23
Milestone 3 - Final Acceptance	08-Mar-23	11-May-23
Interim Milestones	28-Feb-23	28-Feb-23
Design	27-Mar-20 A	10-Nov-21 A
Construction	26-Mar-20 A	07-Mar-23
Provisional Sums	08-Sep-20 A	31-Oct-22 A
Requests For Change /Work Directives	13-Apr-20 A	28-Feb-23
Change Orders	03-Apr-20 A	19-Jan-23 A
Change Order No. 031 / WD 018 - Signal Configuration and Operation Memo	17-Dec-21 A	28-Feb-23
S300017-PSAI - Project Closeout	01-Nov-21 A	07-Mar-23
S300017 - Puyallup Station Access and Improvements - Project Closeout	01-Nov-21 A	07-Mar-23
S300017 - Puyallup Station Access and Improvements - Project Closeout	01-Nov-21 A	07-Mar-23
Activation - Parking Garage	01-Nov-21 A	07-Mar-23
Post Construction	07-Mar-23	07-Mar-23
Transition to Operations	07-Mar-23	07-Mar-23
Project Float	07-Mar-23	07-Mar-23
Open For Service	07-Mar-23	07-Mar-23

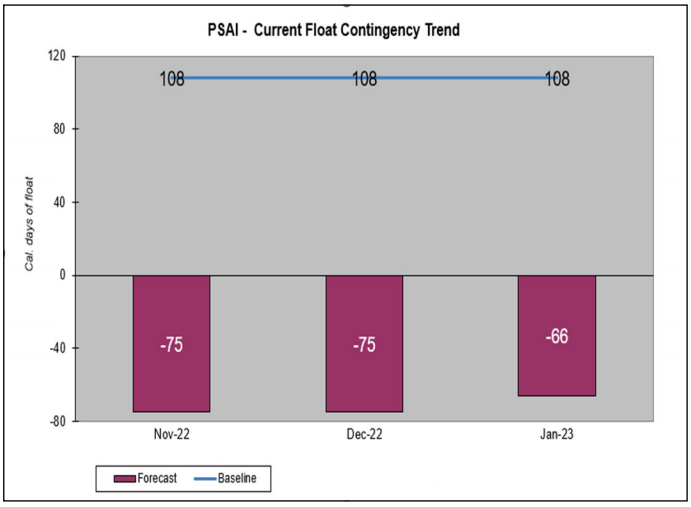
Project Float

The Puyallup Station Access Improvements was baselined with 108 days of project float. The project team has received Sound Transit Board approval to move the open for service milestone to Dec. 31, 2022 due the traffic mitigation delays.

Substantial completion was granted to the parking garage in May. The open for service is trending to late-March 2023.

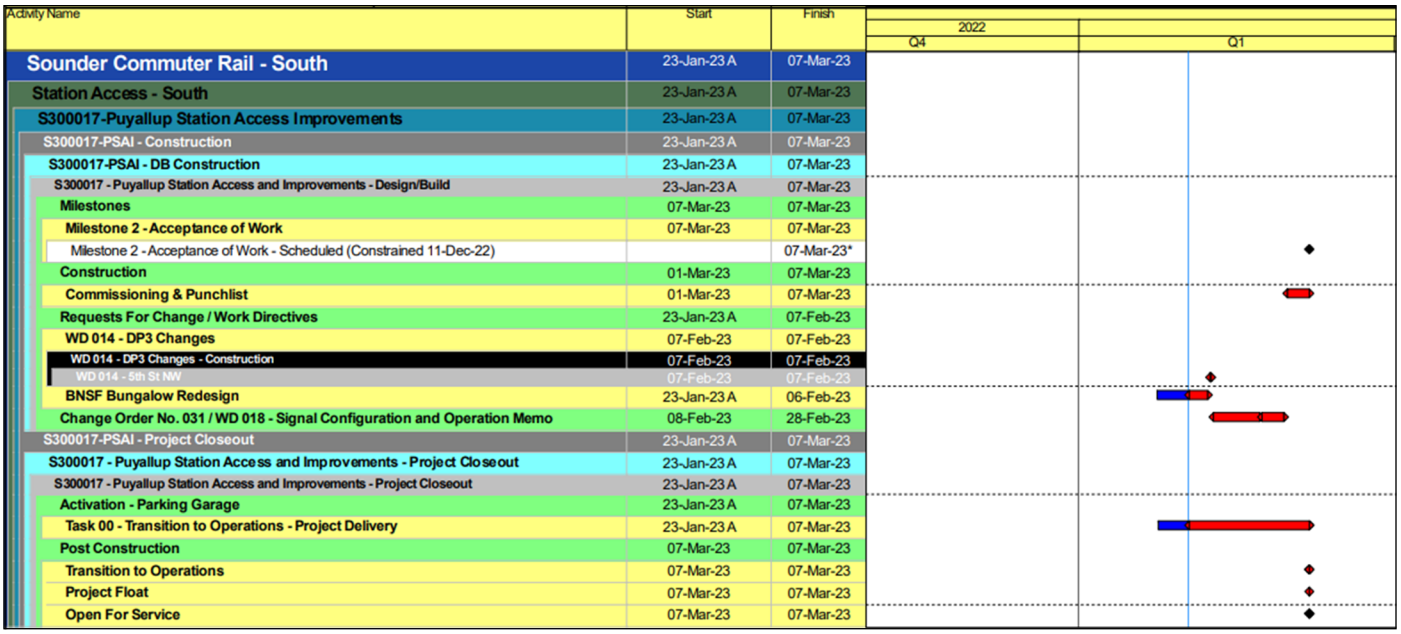
Sound Transit and the contractor are working diligently to reduce impacts to the project.

A schedule submittal for February has not been received, January is noted in the graphic.



Critical Path Analysis

The critical path for the Puyallup Station Access Improvements is currently driven by the traffic mitigation activities. However, the work at the parking garage achieved substantial completion in May 2022. The traffic mitigation is expected to be complete in Q1 2023. We will continue to monitor the current critical path and the coordination with our third party partners (City of Puyallup and the BNSF) on traffic mitigation. A February 2023 schedule update has not been provided.



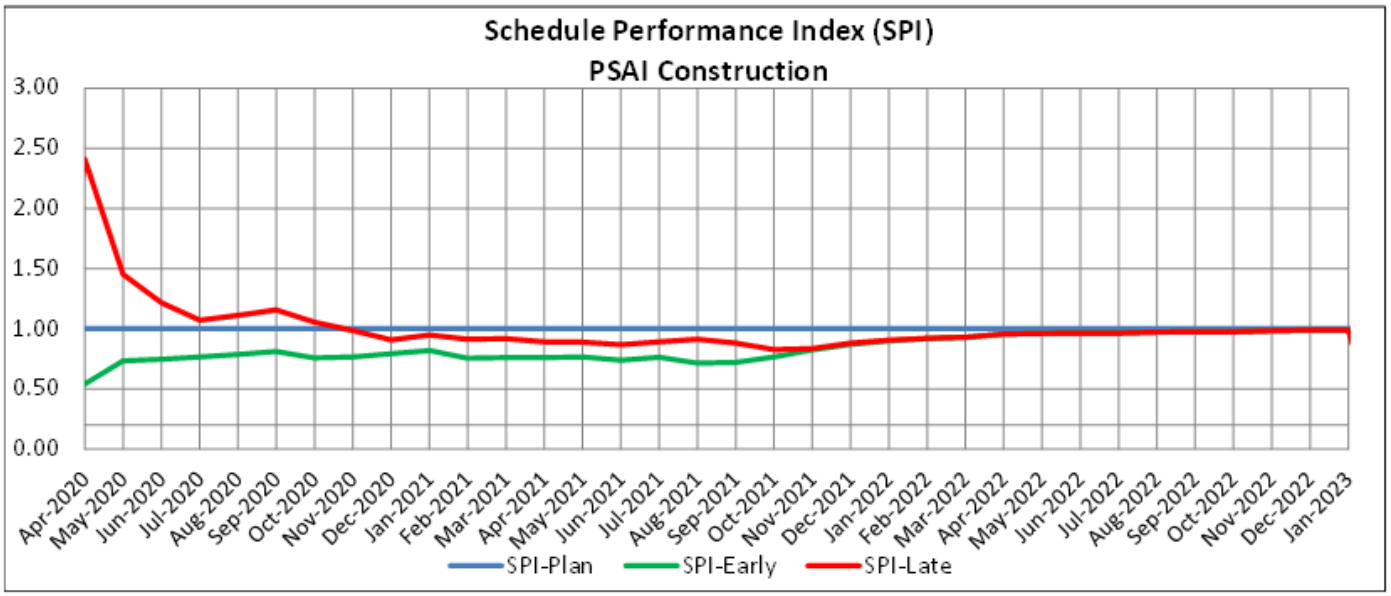
Activity Name	Start	Finish
Sounder Commuter Rail - South	23-Jan-23 A	07-Mar-23
Station Access - South	23-Jan-23 A	07-Mar-23
S300017-Puyallup Station Access Improvements	23-Jan-23 A	07-Mar-23
S300017-PSAI - Construction	23-Jan-23 A	07-Mar-23
S300017-PSAI - DB Construction	23-Jan-23 A	07-Mar-23
S300017 - Puyallup Station Access and Improvements - Design/Build	23-Jan-23 A	07-Mar-23
Milestones	07-Mar-23	07-Mar-23
Milestone 2 - Acceptance of Work	07-Mar-23	07-Mar-23
Milestone 2 - Acceptance of Work - Scheduled (Constrained 11-Dec-22)		07-Mar-23*
Construction	01-Mar-23	07-Mar-23
Commissioning & Punchlist	01-Mar-23	07-Mar-23
Requests For Change / Work Directives	23-Jan-23 A	07-Feb-23
WD 014 - DP3 Changes	07-Feb-23	07-Feb-23
WD 014 - DP3 Changes - Construction	07-Feb-23	07-Feb-23
WD 014 - 5th St NW	07-Feb-23	07-Feb-23
BNSF Bungalow Redesign	23-Jan-23 A	06-Feb-23
Change Order No. 031 / WD 018 - Signal Configuration and Operation Memo	08-Feb-23	28-Feb-23
S300017-PSAI - Project Closeout	23-Jan-23 A	07-Mar-23
S300017 - Puyallup Station Access and Improvements - Project Closeout	23-Jan-23 A	07-Mar-23
S300017 - Puyallup Station Access and Improvements - Project Closeout	23-Jan-23 A	07-Mar-23
Activation - Parking Garage	23-Jan-23 A	07-Mar-23
Task 00 - Transition to Operations - Project Delivery	23-Jan-23 A	07-Mar-23
Post Construction	07-Mar-23	07-Mar-23
Transition to Operations	07-Mar-23	07-Mar-23
Project Float	07-Mar-23	07-Mar-23
Open For Service	07-Mar-23	07-Mar-23

Schedule Performance Index

A schedule submittal for February has not been received, January data is noted.

The early Schedule Performance Index (SPI) for the project is at 0.99 for January, and the late SPI is at 0.99. An index under 1.0 indicates that the Contractor is behind schedule.

The schedule continues to show some time impacts due off-site improvements. The Contractor is working diligently to reduce these impacts to the project.



Community Engagement

- We sent out a project update to our email list on February 13 with an update on the garage opening timeline.
- We are continuing to plan communications materials and activities for the garage opening.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The delay in schedule has caused the actual FTE to extend beyond the annual projection of Sound Transit staff and consultants.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.7	2.6	(0.9)
Consultants	0.0	2.4	(2.4)
TOTAL	1.7	4.9	(3.2)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail
Sounder South Capacity Expansion

Program Summary

Scope

This project will establish a program of capital elements that will be used to enhance South Sounder capacity, services, and access in response to increased demand.

Program elements could include platform extensions, track and signal upgrades, and other related infrastructure to facilitate additional capacity and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles prioritized per Sound Transit's System Access Policy.

The Sounder Strategic Development and Implementation Plan is complete and includes a program of proposed capital projects.

Phase

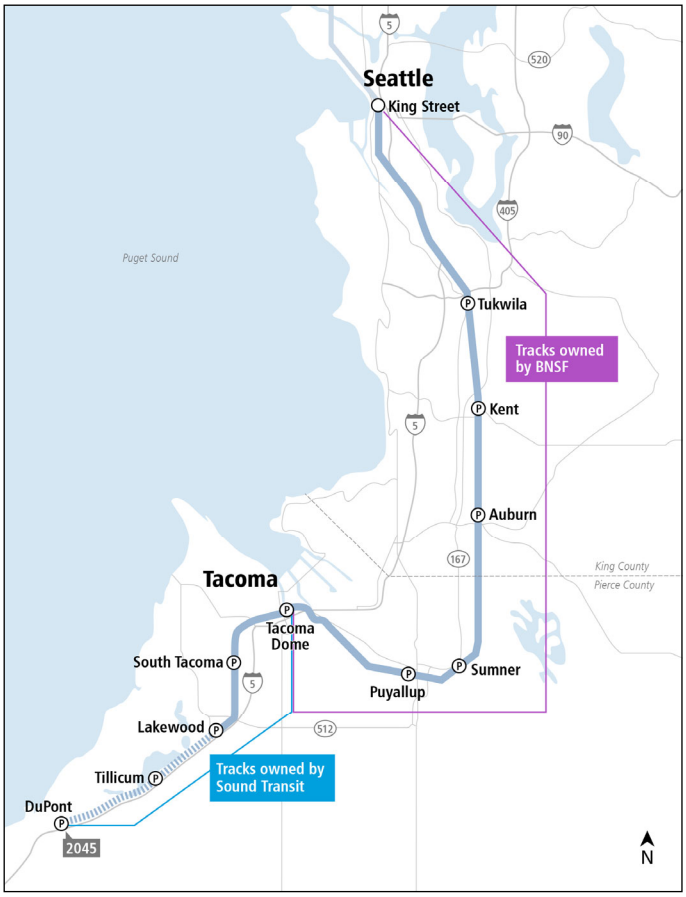
Planning

Budget

$21.1 Million

Schedule

Target Dates: 2036-2046, varies by Program Element



Sounder South Capacity map alignment

Program Key Activities

- The Federal Railroad Administration (FRA) awarded a $10 million Consolidated Railroad Infrastructure & Safety Improvement (CRISI) grant to Sound Transit. This grant award funds, with a 50% Sound Transit match, conceptual engineering, environmental review and preliminary engineering for double track mainline projects on Sound Transit's rail corridor in Pierce County (Pierce County Rail Capacity and Reliability Improvement Project). The projects are anticipated to initiate in Q2 2023 after Sound Transit completes the requirements to obligate the FRA grant. Sound Transit and FRA to hold CRISI grant coordination meetings monthly.
- SSCE program elements and project specific activities are detailed in their own sections below.

King Street Station Platform Area Project and the CRISI grant projects are summarized on the next pages followed by the common program reporting elements.

King Street Station Platform Improvements

This project focuses on extending platforms and improving access and pedestrian flow at King Street Station to accommodate 10-car trains. Project elements may include improvements for vertical circulation of passengers to and from the platform, expanded pick-up/drop-off areas, improvements to crossing 4th Ave South, and other improvements that would improve passenger experience at the station platform.

Key Activities

- Continued planning for Conceptual Engineering and Environmental Review.

Community Engagement

- Planning for Phase 2 community engagement and coordinating with the West Seattle and Ballard Link Extensions projects.

Pierce County Rail Capacity and Reliability Improvement Project

This project is currently advancing planning only to add second mainline tracks to several single track segments between Tacoma and Dupont on the Sound Transit-owned Lakewood Subdivision and a small segment of the BNSF right-of-way in Tacoma. Under the SSCE Program, the double track segments will be added between Tacoma and Lakewood along Sound Transit's right-of-way in Pierce County. Project elements may include additional crossovers and improvements to at-grade crossings to increase capacity and reliability for Sounder S Line, Amtrak Cascades and Amtrak Coast Starlight service. This project currently does **not** include any passenger-facing elements such as new stations or access improvements.

Key Activities

- Sound Transit continued work on grant administration items towards FRA grant obligation, which is expected in Q1 2023.

Community Engagement

- Community outreach activities will begin when Sound Transit initiates the next phase of the project.

BNSF Platform Extension

This project focuses on extending platforms at Sounder South stations on the BNSF right-of-way (Tukwila, Kent, Auburn, Sumner, Puyallup) to accommodate 10-car trains, up from the existing 7-car trains. Project elements may include and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

While most stations have a logical path to extend platforms, Auburn Station is physically constrained by Main Street and a BNSF track connection to Stampede Pass restricting options to extend platforms, requiring additional alternatives evaluation to determine future improvements in the platform area.

Key Activities

- The Auburn Platform Extension alternative analysis is complete. For the BNSF Platform Extension Project, that includes the Auburn Platform Extension Project, initiation of conceptual engineering and environmental review is paused consistent with the schedule identified in the capital program realignment and continued low ridership on the Sounder South corridor.

Community Engagement

- Community engagement is expected to begin when conceptual engineering gets underway.

Program Reporting Elements

While in the planning phase, priority projects are being managed under a shared budget, schedule, and staffing plan.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditures increased by $131K with the majority of the amount coming from staff costs, alternative analysis, and third party coordination.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$9.9	$2.8	$2.8	$9.9	$0.0
Preliminary Engineering	$20.4	$5.9	$2.6	$20.4	$0.0
Third Party Agreements	$1.3	$0.5	$0.5	$1.3	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$3.1	$0.2	$0.0	$3.1	$0.0
Total	**$34.8**	**$9.5**	**$6.1**	**$34.8**	**$0.0**

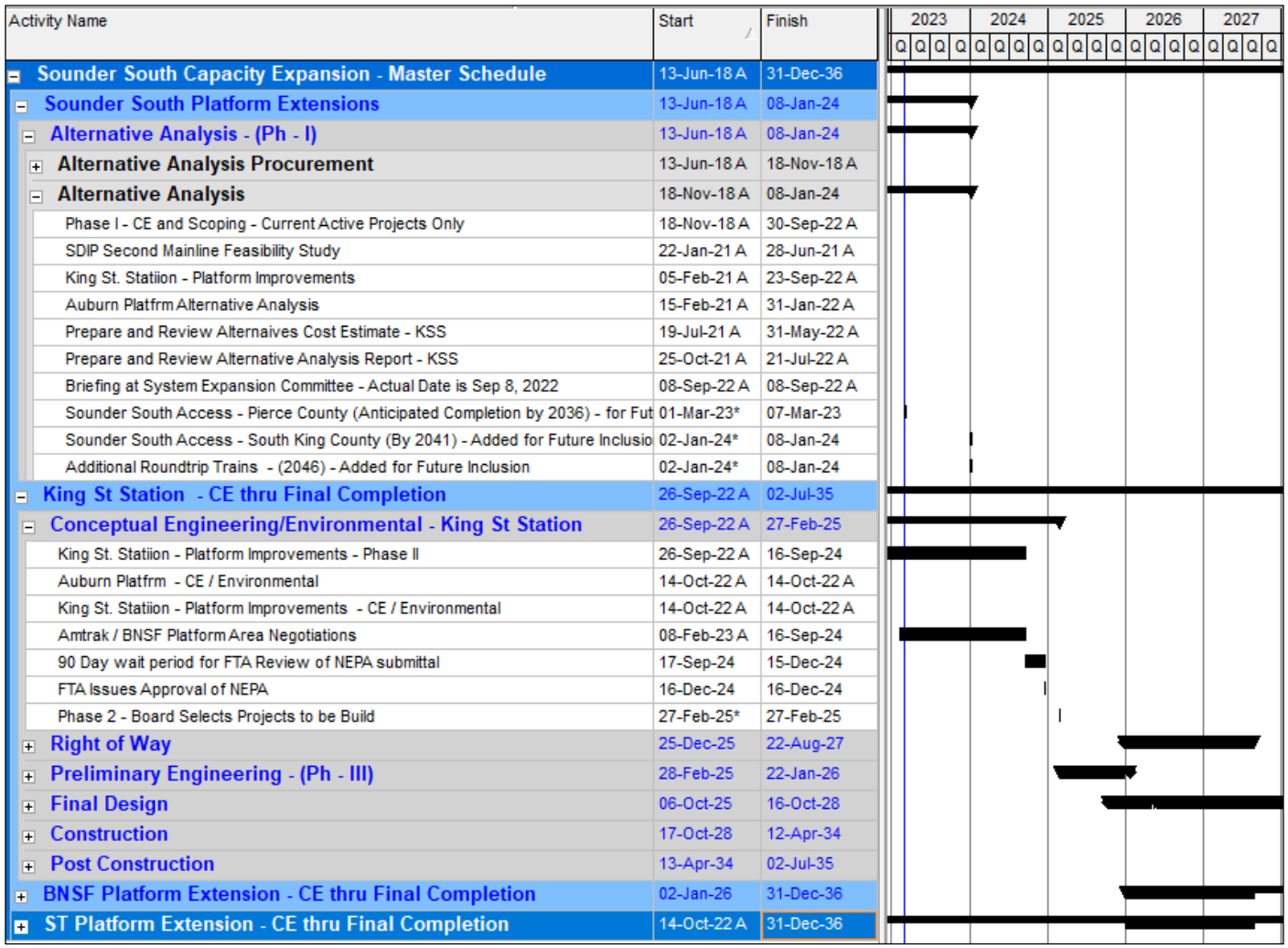
Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Project Schedule

Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

The second Mainline Track Study and Report were finalized and completed on July 28, 2021. Auburn Platform Alternative Analysis was completed on Jan. 31, 2022. King St. Station Alternative Analysis and Report have been completed and issued in August 2022.

Staff briefed Board of the potential improvements to advance for further study at King Street Station in September 2022. King St. Station Alternative Analysis completed end of September 2022. Phase II started September 2022, and is expected to complete in Q3 2024. Current activities include conceptual design and development of Project Management and Public Involvement Draft Plans.



Activity Name	Start	Finish
Sounder South Capacity Expansion - Master Schedule	13-Jun-18 A	31-Dec-36
Sounder South Platform Extensions	13-Jun-18 A	08-Jan-24
Alternative Analysis - (Ph - I)	13-Jun-18 A	08-Jan-24
Alternative Analysis Procurement	13-Jun-18 A	18-Nov-18 A
Alternative Analysis	18-Nov-18 A	08-Jan-24
Phase I - CE and Scoping - Current Active Projects Only	18-Nov-18 A	30-Sep-22 A
SDIP Second Mainline Feasibility Study	22-Jan-21 A	28-Jun-21 A
King St. Statiion - Platform Improvements	05-Feb-21 A	23-Sep-22 A
Auburn Platfrm Alternative Analysis	15-Feb-21 A	31-Jan-22 A
Prepare and Review Alternaives Cost Estimate - KSS	19-Jul-21 A	31-May-22 A
Prepare and Review Alternative Analysis Report - KSS	25-Oct-21 A	21-Jul-22 A
Briefing at System Expansion Committee - Actual Date is Sep 8, 2022	08-Sep-22 A	08-Sep-22 A
Sounder South Access - Pierce County (Anticipated Completion by 2036) - for Fut	01-Mar-23*	07-Mar-23
Sounder South Access - South King County (By 2041) - Added for Future Inclusio	02-Jan-24*	08-Jan-24
Additional Roundtrip Trains - (2046) - Added for Future Inclusion	02-Jan-24*	08-Jan-24
King St Station - CE thru Final Completion	26-Sep-22 A	02-Jul-35
Conceptual Engineering/Environmental - King St Station	26-Sep-22 A	27-Feb-25
King St. Statiion - Platform Improvements - Phase II	26-Sep-22 A	16-Sep-24
Auburn Platfrm - CE / Environmental	14-Oct-22 A	14-Oct-22 A
King St. Statiion - Platform Improvements - CE / Environmental	14-Oct-22 A	14-Oct-22 A
Amtrak / BNSF Platform Area Negotiations	08-Feb-23 A	16-Sep-24
90 Day wait period for FTA Review of NEPA submittal	17-Sep-24	15-Dec-24
FTA Issues Approval of NEPA	16-Dec-24	16-Dec-24
Phase 2 - Board Selects Projects to be Build	27-Feb-25*	27-Feb-25
Right of Way	25-Dec-25	22-Aug-27
Preliminary Engineering - (Ph - III)	28-Feb-25	22-Jan-26
Final Design	06-Oct-25	16-Oct-28
Construction	17-Oct-28	12-Apr-34
Post Construction	13-Apr-34	02-Jul-35
BNSF Platform Extension - CE thru Final Completion	02-Jan-26	31-Dec-36
ST Platform Extension - CE thru Final Completion	14-Oct-22 A	31-Dec-36

Risk Management

The following are the top project-wide risks:

- Potential for increased scope of work to accommodate additional accessibility or safety features not originally included in the project template.
- Cost increases associated with right-of-way and potential mitigations resulting from negotiations with local jurisdictions and BNSF.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The staffing variance is attributed to the majority of the SSCE Program's conceptual engineering and environmental activities being on pause from Q1 2022 to Q3 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.8	4.6	(0.8)
Consultants	8.7	4.2	4.5
TOTAL	12.5	8.8	3.7

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail
South Tacoma Access Improvements

Project Summary

Scope

This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting, weather shelters; parking options and more.

During Phase 2, the project will conceptually design the improvements and conduct an environmental review under SEPA.

Phase

Planning Phase 2—Conceptual Engineering and Environmental Review

Budget

$5.4 Million

Schedule

Target Date: 2030



South Tacoma Station in Pierce County

Key Project Activities

- Continued to meet with jurisdictional partners to finalize design assumptions.
- Continued conducting survey work on the proposed improvements.
- Continued planning for conceptual engineering.



South Tacoma Station



South Tacoma Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures decreased by $88K as a result of an over-accrual of cost in a previous month. The majority of this period's cost are attributed to staff costs, and Phase 2 – Conceptual Engineering and Environmental Assessment activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$1.8	$0.7	$0.7	$1.8	$0.0
Preliminary Engineering	$3.6	$3.0	$1.5	$3.6	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.1	$0.0	$0.0	$0.1	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.3	$0.2	$0.0	$0.3	$0.0
Total	**$5.8**	**$3.9**	**$2.2**	**$5.8**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal Sound Transit scope changes could lead to increased costs and delays to the schedule.
- Too many desired improvements may exceed the financial plan budget.

Project Schedule

Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

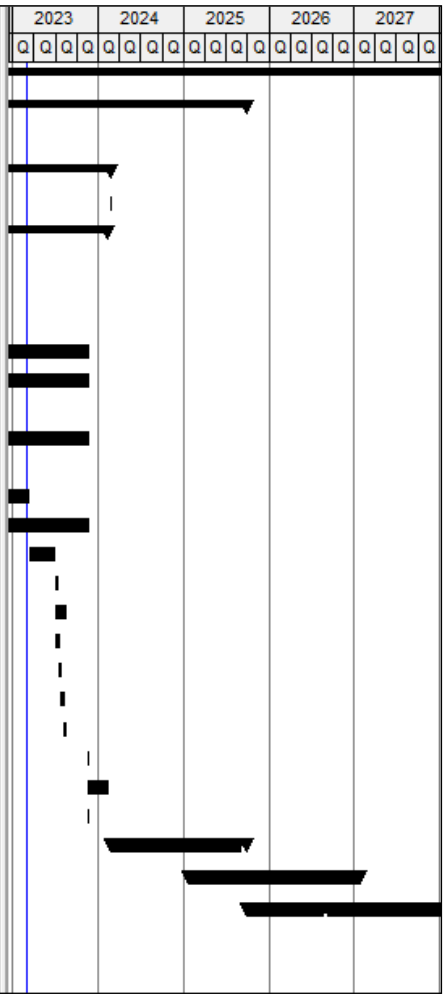
Phase I - Alternative Development NTP was issued in December 2020. Consultant completed Alternative Development for this project on March 2022. Staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project in March 2022.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. Currently working on community engagement, environmental, conceptual design, and methodology reports.

Selection of delivery method is expected early Q3 2023. Board selection of projects to be built is planned for mid Q1 2024.

The target open for service date is planned for Q4 2030.

Activity Name	Start	Finish
South Tacoma Station Access Improvements - Master Schedule	18-Feb-20 A	31-Dec-30
Preliminary Engineering	18-Feb-20 A	25-Sep-25
Phase 1 - Alternative Analysis	18-Feb-20 A	10-Mar-22 A
Phase II - Conceptual Engineering	04-Apr-22 A	22-Feb-24
Board Selects Project to be Build	22-Feb-24	22-Feb-24
Conceptual Engineering	04-Apr-22 A	09-Feb-24
Contracts to Execute Change Orders (7 & 8) for DEA	04-Apr-22 A	04-Apr-22 A
ST & DEA Contract Finalization & Project Kick Off Meeting - CE and ENV	18-Apr-22 A	18-Apr-22 A
DEA Prepares PMP & External Engagement Plan	18-Apr-22 A	10-Jun-22 A
Phase 2 Draft SEPA and CE	02-May-22 A	17-Nov-23
DEA Performs and Completes CE/ENV	02-May-22 A	17-Nov-23
Phase II - NTP	02-May-22 A	02-May-22 A
External Engagement	13-Jun-22 A	17-Nov-23
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	24-Aug-22 A	24-Aug-22 A
Prepare Cost Estimate	25-Aug-22 A	10-Mar-23
Finalize SEPA, Check List and Review	22-Sep-22 A	17-Nov-23
Submit Cost Estimate	13-Mar-23	29-Jun-23
Cost Estimates Submitted for review - Preferred Alt.	30-Jun-23	13-Jul-23
Prepare for Gate 2: Select Delivery Method	30-Jun-23	11-Aug-23
Consultant to prepare for QRA Session	30-Jun-23	17-Jul-23
QRA Session	18-Jul-23	24-Jul-23
Finalize Schedule and Cost Estimates Per QRA Session Output	25-Jul-23	07-Aug-23
All Documents Due before Phasegate #2 Meeting	08-Aug-23	14-Aug-23
Phasegate #2 Meeting - Confirm Delivery Method	20-Nov-23	20-Nov-23
Prepare for Board Meeting	21-Nov-23	09-Feb-24
Publish SEPA	22-Nov-23	22-Nov-23
Phase III - Preliminary Engineering	23-Feb-24	25-Sep-25
Right of Way	25-Jan-25	24-Jan-27
Final Design	26-Sep-25	13-Apr-28
Construction	14-Apr-28	28-Aug-30
Post Construction	29-Aug-30	31-Dec-30



Community Engagement

- Finalized the Fall 2022 Community Engagement Summary and distributed it to the project email list.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs as the conceptual plans and reports are still under development and not ready for staff review. Staff are continuing to work on laying out assumptions for the improvements that will inform the conceptual design and are also developing materials for the upcoming activities planned for later in the year. As the conceptual design advances, we anticipate more staff will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.3	1.7	(0.4)
Consultants	4.0	3.2	0.8
TOTAL	5.3	4.9	0.4

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report at this time.	

Sounder Commuter Rail
Sumner Kent Auburn Stations Parking & Access Improvements

Project Summary

Scope The project provides additional commuter parking at the Sounder stations located in the cities of Sumner, Kent and Auburn. All three locations will have a new multi-story garage and potentially some amount of new surface parking stalls with the goal of building up to the environmentally cleared stall count within the project budget. Additionally, the project includes vehicular and pedestrian access improvements to the rail stations, non-motorized improvements, and associated utility, roadway, traffic, stormwater, lighting, and landscape improvements. The Kent station also includes an option to include scope for a bus layover facility for King County Metro.

Phase Complete Environmental / Enter Design & Construction

Budget $359.65 Million

Schedule Q2 2027



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements

Key Project Activities

- Continued Temporary Construction Easements (TCEs) negotiations.

Sumner:

- Issued Notice to Proceed to Sumner design-builder Harbor Pacific Contractors, Inc.

Kent:

- Issued Request for Proposals (RFP).
- Continued coordination with King County Metro to determine the requirements for a bus layover to be incorporated into the project as a Betterment.
- Continued coordination with City of Kent and King County Metro on non-motorized improvements.

Auburn:

- City of Auburn real property interests are in negotiations.



Auburn Station Parking & Access Improvements

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditures increased by $600K. The incurred cost increased from $33.8M to $34.4M. The majority of this period's costs are attributed to staff costs, design-build project management activities, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$29.1	$8.4	$8.3	$29.1	$0.0
Preliminary Engineering	$8.4	$8.2	$8.2	$8.4	$0.0
Final Design	$1.0	$0.0	$0.0	$1.0	$0.0
Construction Services	$29.1	$4.0	$2.1	$29.1	$0.0
3rd Party Agreements	$8.2	$7.9	$5.5	$8.2	$0.0
Construction	$258.2	$0.1	$0.1	$258.2	$0.0
ROW	$25.7	$10.7	$10.2	$25.7	$0.0
Total	**$359.7**	**$39.3**	**$34.4**	**$359.7**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project wide risks:

- Differing soil and site conditions discovered after the design-builder Notice to Proceed could cause project delay.
- Additional scope and project change requests from stakeholders could cause project delay during permit approval.
- Complexity of property acquisition could result in a project delay and cause budget overrun.
- Project changes that occur during final design that require additional environmental review could delay project.
- Constrained staffing resources could impact project delivery.
- Permitting process could delay project.

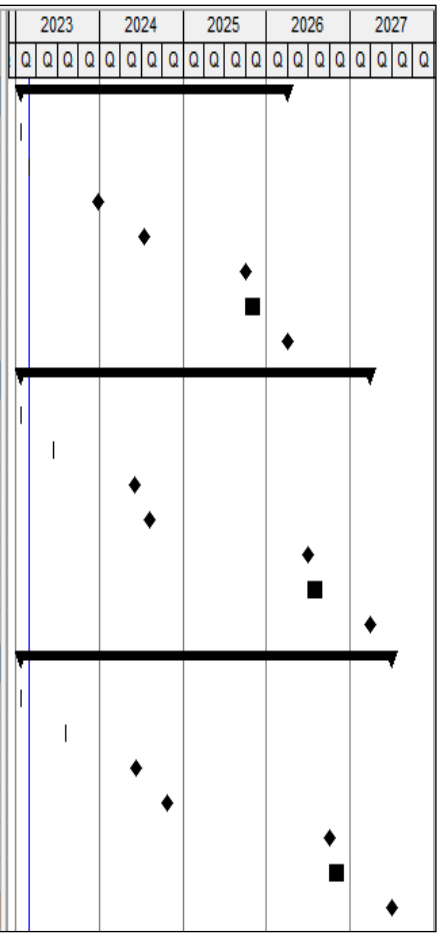
Project Schedule

Board approved Baseline for the combined three projects on Jan. 26, 2023. The Approved Baseline open for service schedule is Q1 2026 Sumner, Q1 2027 Auburn, and Q2 2027 Kent. Milestone schedules for the combined three projects are shown below.

The project team has engaged the current Design-Build Project Management (DBPM) team to help with the development of the Design-Build Project Requirements for Auburn and Kent. Auburn Proposals are due in March 2023 and Kent Proposals are due in May 2023. Sumner Design-Build Notice to Proceed was in February 2023. Auburn and Kent Notice to Proceed expected in Q2 and Q3 2023, respectively.

Other activities underway include continued property acquisition activities, expected to complete by end of Q3 2023 for Sumner and Q4 2023 for Auburn and Kent.

Activity Name	Start	Finish
S300018 - Sumner Station Parking and Access Improvements - DB MS Baseline	26-Jan-23 A	31-Mar-26
ST Board Approves Project (Baseline) - Phase Gate 4 - Sumner	26-Jan-23 A	26-Jan-23 A
MSO3 CS Issues DB NTP - Sumner	27-Feb-23 A	27-Feb-23 A
NTP - Start Construction - Early Civil Work - Demo, Util Relocates	28-Dec-23	
MS03B All Issue For Construction (IFC) Design Packages Complete		17-Jul-24
MS01 Commissioning Complete - Substantially Complete (MS Review)		02-Oct-25*
Operational Readiness	03-Oct-25	01-Dec-25
Open for Service Date - Baseline (Including Project Float) (MS Review)		31-Mar-26
S300040 - Auburn Station Parking and Access Improvements -DB MS Baseline	26-Jan-23 A	31-Mar-27
Board Approves Project Baseline - Phase Gate 4 - Auburn	26-Jan-23 A	26-Jan-23 A
MSO3 CS Issues DB NTP - Auburn	14-Jun-23	14-Jun-23
NTP Early Civil Work - Demo, Util Relocates	03-Jun-24	
MS03B All Issue For Construction (IFC) Design Packages Complete		09-Aug-24
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review)		29-Jun-26*
Operational Readiness Period	30-Jun-26	28-Aug-26
Open for Service Date - Baseline (Including Project Float) - Auburn (MS Review)		31-Mar-27
S300035 - Kent Station Parking and Access Improvements -DB MS Baseline	26-Jan-23 A	30-Jun-27
ST Board Approves Project Baseline - Phase Gate 4 - Kent	26-Jan-23 A	26-Jan-23 A
MSO3 CS Issues DB NTP - Kent	08-Aug-23	08-Aug-23
NTP Early Construction - Civil Work - Demo, Util Relocates - Kent	07-Jun-24	
MS03B All Issue For Construction (IFC) Design Packages Complete		24-Oct-24
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review)		01-Oct-26
Operational Readiness Period - Kent	02-Oct-26	30-Nov-26
Open for Service Date - Baseline (Including Project Float) - Kent (MS Review)		30-Jun-27



Community Engagement

- Sumner: We are continuing to plan for construction outreach. On February 27 we distributed email notice to station neighbors about early construction work on site.
- Kent and Auburn: We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Less than anticipated level of effort by Sound Transit staff and consultants due to availability constraints of resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	22.0	10.9	11.1
Consultants	16.9	7.8	9.1
TOTAL	38.9	18.7	20.2

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Progress Report

Regional Express & STRIDE Programs









ST Express Bus routes connects major regional hubs throughout the three counties (King, Pierce, and Snohomish)

February | 2023

Prepared by Project Controls I Portfolio Services Office



ST Regional Express and STRIDE Rapid Transit Bus Routes

Bus Base North: This project establishes the operations and maintenance facility necessary to support BRT operations. The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

I-405 Bus Rapid Transit: This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to Bellevue Transit Center and Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll lane system where available, Business Access Transit (BAT) lanes, and bus-only lanes. Project elements include parking, station access improvements, and 11 pairs of stations, including a new transit center in South Renton and new stations at Northeast 85th Street with connection to Downtown Kirkland and at Northeast 44th Street in Renton.

SR522 Bus Rapid Transit: This project establishes BRT from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations, with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell.

Regional Express & STRIDE Program Overview

Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

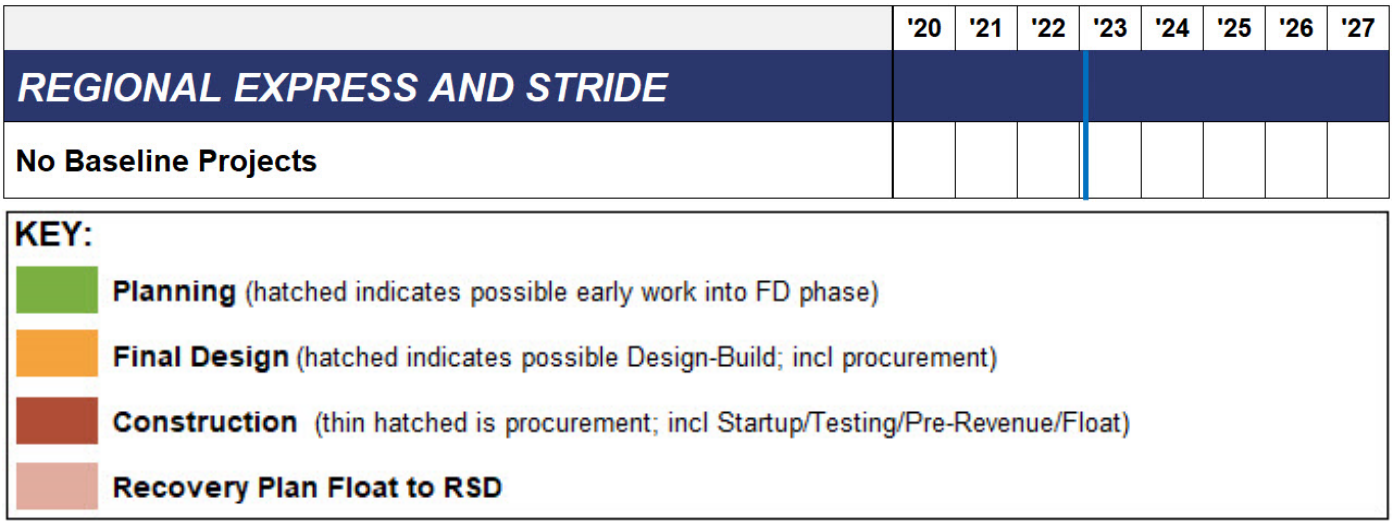
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Bus Base North	$283.0	$56.4	$49.5	$283.0	$0.0
I-405 Bus Rapid Transit	$866.4	$669.6	$140.4	$866.4	$0.0
SR 522/NE 145th St Bus Rapid Transit	$250.6	$95.3	$70.2	$250.6	$0.0
Total	**$1,400.1**	**$821.3**	**$260.0**	**$1,400.1**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

There are no baselined projects at this time. Please see the individual project reports for schedule information.



Regional Express & STRIDE
Bus Base North

Project Summary

Scope The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

Phase Final Design

Budget $283.0 Million for Preliminary Engineering, Final Design, Property Acquisition, Third Party Coordination, start of construction.

Schedule Target Date: 2025



Map of Project Alignment

Key Project Activities

- Formal conceptual improvements plan for BT001 Bus Base North submitted to Canyon Park Business Center Owners Association for review and comment with final plan submission anticipated for April 2023.
- BT001 Bus Base North 60% design by GEC will be submitted in early March 2023.
- Continued artist selection panel convened in February 2023 to interview artists led by ST-art, final selection to be announced.
- RFQ for BT014 Stations, Shelters, Furnishings, and Systems GCCM was issued on March 1, 2023.
- Collaboration with SMEs (Subject Matter Experts) in preparation of GCCM procurement documents for BT014.
- Finalizing Contracted Service Provider RFI, preparing for release late April 2023.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

As part of the Sound Transit Board approval of 2023 budget, the Authorized Project Allocation has been increased by $219M to support program management with the general engineering consultant (GEC), final design progress and start procurement of construction contract.

The project cost incurred increased by around $1.9M this period due to progress with the GEC for $1.7M, program management and Sound Transit staff for $0.1M, and other expenditures in ROW related activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$10.2	$7.1	$5.2	$10.2	$0.0
Preliminary Engineering	$1.9	$1.6	$1.5	$1.9	$0.0
Final Design	$21.4	$11.6	$7.3	$21.4	$0.0
Construction Services	$1.5	$0.0	$0.0	$1.5	$0.0
3rd Party Agreements	$0.7	$0.1	$0.1	$0.7	$0.0
Construction	$199.7	$0.0	$0.0	$199.7	$0.0
Right-of-Way (ROW)	$47.7	$35.9	$35.4	$47.7	$0.0
Total	**$283.0**	**$56.4**	**$49.5**	**$283.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top risks for the project:

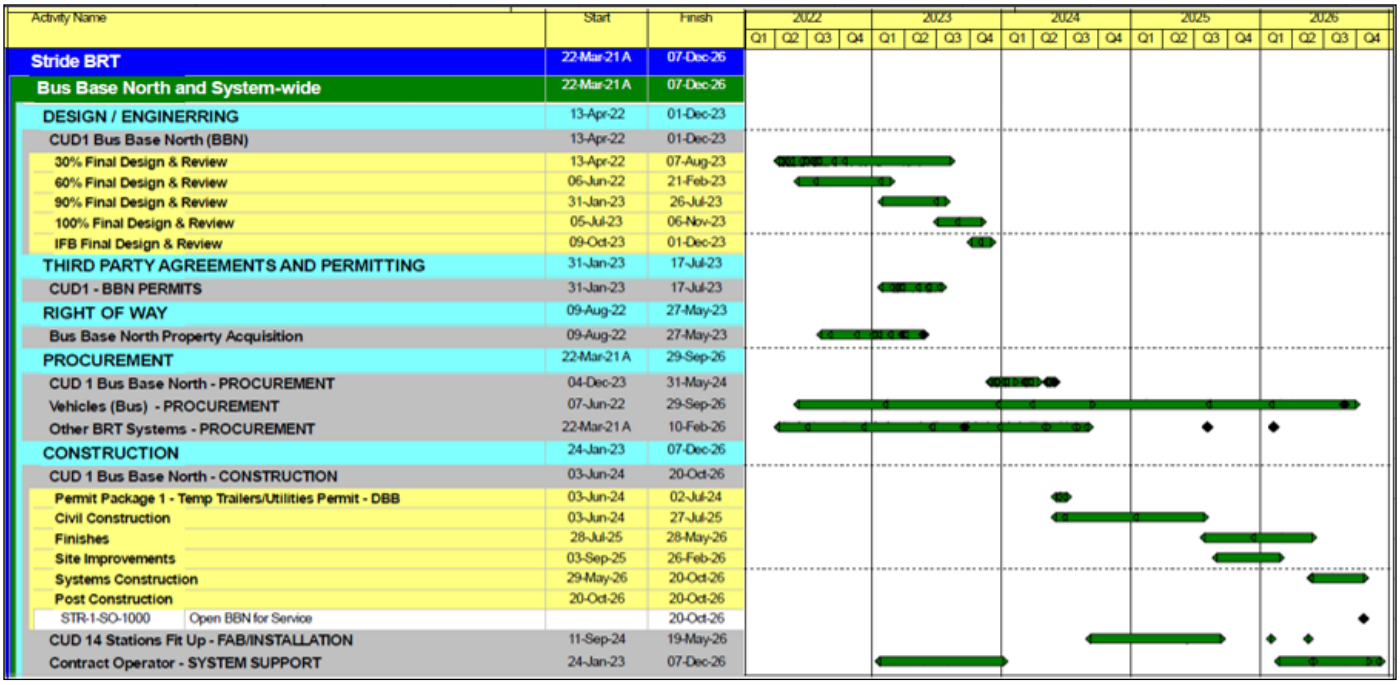
- Potential budget impact due to higher inflation and higher construction costs. Continued to monitor the development of these issues and develop future cost estimates that capture the most current information.
- Soil conditions could require additional special foundations or ground improvements. Risk Response: Sound Transit has changed the design concept of the parking structure to move the staff parking above grade. Also, Sound Transit will be conducting additional review of soil testing and geotechnical borings during the design phase.
- Addressing the Business Park Codes, Covenants, and Restrictions (CC&R). Risk Response: Sound Transit will be performing additional noise and vibration analysis and actively working with the Business Park to resolve CC&R issues during design. Also, Sound Transit has changed the project delivery method to better address risks related to permitting and CC&R.
- Schedule delays would affect I-405 BRT and SR 522 BRT revenue service, depending on future phasing options.

Project Schedule

The Board of Directors announced its realignment decision in August 2021. The upcoming project milestone is Project Baselining, which is anticipated in mid-2023. The team is formulating a plan and evaluating the timeline to allow the project to baseline with a high level of confidence.

The current critical path for Bus Base North is Final Design by the GEC then construction procurement, civil construction and finishes, then systems integration and testing. Activities that need to be monitored closely are acquiring rights to deviate from restrictive covenants (CC&Rs) that prohibit Sound Transit's proposed use for the property, developing project requirements, and permitting/agreements.

The current forecast for completion is Q4 2026, or about 10 months past the Sound Transit Board realignment milestone due to the need to do additional geotechnical investigation, addressing CC&R issues and the complexity of the facility. The realignment schedule is aggressive and staff have routinely informed the Board that the current schedule is inconsistent with the target and affordable schedule. Staff and consultants are working to identify which components of the project could be deemed "complete" by the realignment milestones, and whether or not an acceleration of the project would be feasible and cost-effective. Staff mitigated some schedule risk by changing the delivery method from design-build to design-bid-build to reduce procurement timeframes and gain efficiencies. Additionally, the staff is engaging permitting agencies early to obtain feedback on design concepts and requirements.



Activity Name	Start	Finish
Stride BRT	22-Mar-21 A	07-Dec-26
Bus Base North and System-wide	22-Mar-21 A	07-Dec-26
DESIGN / ENGINERRING	13-Apr-22	01-Dec-23
CUD1 Bus Base North (BBN)	13-Apr-22	01-Dec-23
30% Final Design & Review	13-Apr-22	07-Aug-23
60% Final Design & Review	06-Jun-22	21-Feb-23
90% Final Design & Review	31-Jan-23	26-Jul-23
100% Final Design & Review	05-Jul-23	06-Nov-23
IFB Final Design & Review	09-Oct-23	01-Dec-23
THIRD PARTY AGREEMENTS AND PERMITTING	31-Jan-23	17-Jul-23
CUD1 - BBN PERMITS	31-Jan-23	17-Jul-23
RIGHT OF WAY	09-Aug-22	27-May-23
Bus Base North Property Acquisition	09-Aug-22	27-May-23
PROCUREMENT	22-Mar-21 A	29-Sep-26
CUD 1 Bus Base North - PROCUREMENT	04-Dec-23	31-May-24
Vehicles (Bus) - PROCUREMENT	07-Jun-22	29-Sep-26
Other BRT Systems - PROCUREMENT	22-Mar-21 A	10-Feb-26
CONSTRUCTION	24-Jan-23	07-Dec-26
CUD 1 Bus Base North - CONSTRUCTION	03-Jun-24	20-Oct-26
Permit Package 1 - Temp Trailers/Utilities Permit - DBB	03-Jun-24	02-Jul-24
Civil Construction	03-Jun-24	27-Jul-25
Finishes	28-Jul-25	28-May-26
Site Improvements	03-Sep-25	26-Feb-26
Systems Construction	29-May-26	20-Oct-26
Post Construction	20-Oct-26	20-Oct-26
STR-1-SO-1000 Open BBN for Service		20-Oct-26
CUD 14 Stations Fit Up - FAB/INSTALLATION	11-Sep-24	19-May-26
Contract Operator - SYSTEM SUPPORT	24-Jan-23	07-Dec-26

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and adjacent property owners during the project. Sound Transit is working closely with the City of Bothell on the Bus Base North project.

February's focus included, but not limited to the following:

- Reached out to stakeholders with a workshop invite for Bus Base North.

Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
6	1	1	1	0	0

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The data is showing actual FTE above the Planned FTE monthly average for the entire year of 2023. Staffing levels for both Sound Transit and consultants are expected to ramp up as the project is progressing toward the start of construction in 2024.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	5.6	2.1
Consultants	43.0	53.1	(10.1)
TOTAL	50.7	58.7	(8.0)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Regional Express & STRIDE
I-405 Bus Rapid Transit

Project Summary

Scope — Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.

Limits — Approximately 37 miles between Lynnwood and Burien

Alignment — I-405 BRT will extend along the I-5, I-405, and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes, and general purpose lanes.

Stations — Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center (SRTC), Tukwila International Blvd Station, Burien Transit Center

Phase — Final Design

Budget — $866.4 Million for Preliminary Engineering, 100% Final Design, and funding for improvements at the NE 44th, NE 85th, and Brickyard to Canyon Park.

Schedule — Target Date: 2026 for Service Line 1 (S1); 2027 for Service Line 2 (S2); not including parking elements



Map of Project Alignment

Key Project Activities

- Project closeout now in progress for all completed Remediation work for BT105 South Renton Transit Center by Engineering/Remediation Resources Group (ERRG).
- Progress is being made for the construction of the NE 44th Station.
- Notice to Proceed has been issued for the construction of NE 85th Station.
- Coordination with private developer to explore access modifications/betterment to Stride Tukwila International Blvd. Station (TIBS).
- TIBS 5% design by WSDOT has been submitted to Sound Transit for review.
- The Brickyard to SR 527 RFP was issued Oc. 25, 2022 with proposals due May 2023.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

As part of the Sound Transit Board approval of 2023 budget, the Authorized Project Allocation has been increased by $162.4M to complete Final Design, start procurement of buses and bus operational technology, and continue construction with WSDOT.

This period expenditures increased by $3.5M total; cost attributed to $2.7M for design and construction of WSDOT-led projects, $0.6M from the engineering and program management by the GEC, and $0.2M in Sound Transit staff costs and other small project expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$24.2	$18.3	$15.5	$24.2	$0.0
Preliminary Engineering	$43.5	$45.4	$37.3	$43.5	$0.0
Final Design	$21.4	$10.9	$5.0	$21.4	$0.0
Construction Services	$2.8	$1.8	$0.4	$2.8	$0.0
Third Party Agreements	$4.6	$1.1	$0.9	$4.6	$0.0
Construction	$664.8	$561.2	$52.5	$664.8	$0.0
Vehicles	$58.0	$0	$0	$58.0	$0.0
Right-of-Way (ROW)	$47.1	$31	$28.8	$47.1	$0.0
Total	**$866.4**	**$669.6**	**$140.4**	**$866.4**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are top project risks and response plan:

- Potential budget impact due to higher inflation and higher real estate costs. Continued to monitor the development of these issues and develop future cost estimates that capture the most current information.
- Sound Transit is partnered with WSDOT on several WSDOT-delivered projects. Delays or cost overruns could impact the service and start date for the I-405 BRT. Risk response: Close coordination with WSDOT by integrating BRT milestones into the WSDOT schedule; having Sound Transit staff and consultant participating in design and constructability reviews for BRT related facilities; and expedite reviews and decisions that need to be made by Sound Transit for WSDOT-delivered projects, which include:
 - NE 85th / I-405 Interchange
 - Tukwila International Boulevard Station
 - NE 44th Park-and-Ride amendment
 - Brickyard to SR 527, North Express Toll Lanes.

Project Schedule

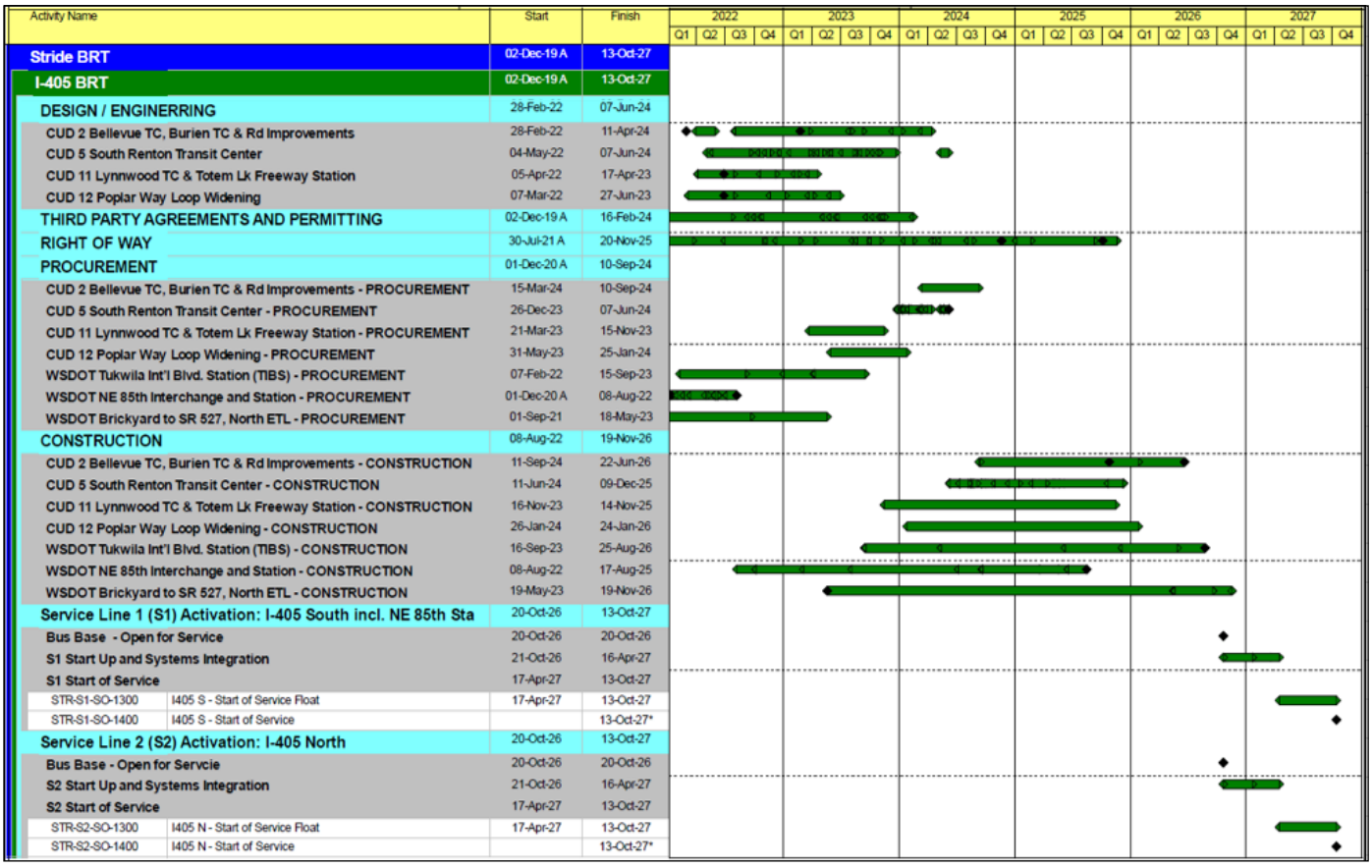
The Board of Directors announced its realignment decision in August 2021. The upcoming project milestone is Project Baselining, which is anticipated in mid-2023. The team is formulating a plan and evaluating the timeline to allow the project to baseline with a high level of confidence.

The current critical path for the I-405 BRT project is through Tukwila International Blvd Station Improvements in coordination with WSDOT, commissioning and testing, and project float contingency to service line activation.

I-405 S, Service Line S1 opening is trending toward 2028, which is 12+ months beyond the Sound Transit Board realignment target. The trend reflects the extended duration needed to finalize and execute the preliminary design agreement with WSDOT, which pushed out the design-build procurement timeline and eventual construction completion of the Tukwila International Blvd Station. The schedule graphic below has not been updated to reflect this development because additional studies and schedule risk assessments are being conducted to formulate a new plan and inform the upcoming baseline action. However, it is increasingly clear that the realignment target date may not be met without changing the operation plan, or substantially adding costs to the project. The realignment schedule is aggressive and staff informed the Board throughout 2022 that the current schedule is inconsistent with the target and affordable schedule.

I-405 N, Service Line S2 opening is also trending toward 2028 completion , which is behind the 2027 Board realignment target. Due to multiple simultaneous procurements of WSDOT's construction projects, and the current state of the construction industry, WSDOT delayed the procurement of the I-405 North ETL. Additionally, the construction duration allowed for this project has been prolonged due to the size and complexity of the project. Similar to S1, the schedule graphic below has not yet been updated to reflect this development because additional studies and schedule risk assessments are still being conducted to formulate a new plan and inform the upcoming baseline action.

There are projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's I-405 North Express Toll Lanes Improvement Project.



Activity Name		Start	Finish
Stride BRT		02-Dec-19 A	13-Oct-27
I-405 BRT		02-Dec-19 A	13-Oct-27
DESIGN / ENGINERRING		28-Feb-22	07-Jun-24
CUD 2 Bellevue TC, Burien TC & Rd Improvements		28-Feb-22	11-Apr-24
CUD 5 South Renton Transit Center		04-May-22	07-Jun-24
CUD 11 Lynnwood TC & Totem Lk Freeway Station		05-Apr-22	17-Apr-23
CUD 12 Poplar Way Loop Widening		07-Mar-22	27-Jun-23
THIRD PARTY AGREEMENTS AND PERMITTING		02-Dec-19 A	16-Feb-24
RIGHT OF WAY		30-Jul-21 A	20-Nov-25
PROCUREMENT		01-Dec-20 A	10-Sep-24
CUD 2 Bellevue TC, Burien TC & Rd Improvements - PROCUREMENT		15-Mar-24	10-Sep-24
CUD 5 South Renton Transit Center - PROCUREMENT		26-Dec-23	07-Jun-24
CUD 11 Lynnwood TC & Totem Lk Freeway Station - PROCUREMENT		21-Mar-23	15-Nov-23
CUD 12 Poplar Way Loop Widening - PROCUREMENT		31-May-23	25-Jan-24
WSDOT Tukwila Int'l Blvd. Station (TIBS) - PROCUREMENT		07-Feb-22	15-Sep-23
WSDOT NE 85th Interchange and Station - PROCUREMENT		01-Dec-20 A	08-Aug-22
WSDOT Brickyard to SR 527, North ETL - PROCUREMENT		01-Sep-21	18-May-23
CONSTRUCTION		08-Aug-22	19-Nov-26
CUD 2 Bellevue TC, Burien TC & Rd Improvements - CONSTRUCTION		11-Sep-24	22-Jun-26
CUD 5 South Renton Transit Center - CONSTRUCTION		11-Jun-24	09-Dec-25
CUD 11 Lynnwood TC & Totem Lk Freeway Station - CONSTRUCTION		16-Nov-23	14-Nov-25
CUD 12 Poplar Way Loop Widening - CONSTRUCTION		26-Jan-24	24-Jan-26
WSDOT Tukwila Int'l Blvd. Station (TIBS) - CONSTRUCTION		16-Sep-23	25-Aug-26
WSDOT NE 85th Interchange and Station - CONSTRUCTION		08-Aug-22	17-Aug-25
WSDOT Brickyard to SR 527, North ETL - CONSTRUCTION		19-May-23	19-Nov-26
Service Line 1 (S1) Activation: I-405 South incl. NE 85th Sta		20-Oct-26	13-Oct-27
Bus Base - Open for Service		20-Oct-26	20-Oct-26
S1 Start Up and Systems Integration		21-Oct-26	16-Apr-27
S1 Start of Service		17-Apr-27	13-Oct-27
STR-S1-SO-1300	I405 S - Start of Service Float	17-Apr-27	13-Oct-27
STR-S1-SO-1400	I405 S - Start of Service		13-Oct-27*
Service Line 2 (S2) Activation: I-405 North		20-Oct-26	13-Oct-27
Bus Base - Open for Servcie		20-Oct-26	20-Oct-26
S2 Start Up and Systems Integration		21-Oct-26	16-Apr-27
S2 Start of Service		17-Apr-27	13-Oct-27
STR-S2-SO-1300	I405 N - Start of Service Float	17-Apr-27	13-Oct-27
STR-S2-SO-1400	I405 N - Start of Service		13-Oct-27*

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project. Due to COVID-19, outreach efforts have shifted to virtual platforms.

Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
42	22	13	5	5	5

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The data is showing the actual FTE below the Planned FTE monthly average for the entire year 2023. Staffing levels for both Sound Transit and consultants are expected to ramp up as the project is progressing toward the start of construction in 2024, which would reduce the variance number.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	12.9	9.7	3.2
Consultants	32.0	28.9	3.1
TOTAL	44.9	38.6	6.3

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Regional Express & STRIDE
SR 522/NE 145th Street Bus Rapid Transit

Project Summary

Scope — Launch a Bus Rapid Transit (BRT) system in the SR 522 / SR 523 Corridor between the Shoreline South/148th light rail station and the SR 522/I-405 Transit Hub near UW Bothell campus.

Limits — Approximately 8 miles between Shoreline and Bothell

Alignment — The BRT route will travel via NE 145th Street and SR 522 serving Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, including UW Bothell/Cascadia College area. The route will have a connection to I-405 BRT at the SR 522/I-405 interchange. Buses will operate primarily in Business Access and Transit (BAT) lanes, transit queue bypass lanes, and in general purpose lanes.

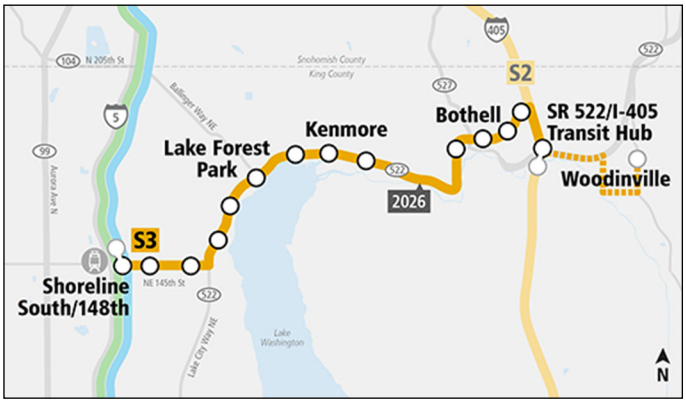
Stations — 14 BRT stations along NE 145th and SR 522 in Shoreline, Lake Forest Park, Kenmore, and Bothell.

Systems — BRT Operations & Transit Signal Priority

Phase — Final Design

Budget — $250.6 Million for Preliminary Engineering, 100% Final Design, Bothell Stage 3, Third Party Agreements, and Property Acquisition.

Schedule — Target Date: 2026, not including parking elements



Map of Project Alignment



Illustration of BRT station design in Bothell at NE 185th ST and 104th Ave NE

Key Project Activities

- The 60% design for the Bothell segment of BRT (contract unit BT307) in current review by Sound Transit and third parties is nearly complete.
- BT306 (NE 145th to Kenmore) advancing to 90% design anticipated for Sound Transit's review late April 2023.
- Ongoing collaboration with City of Lake Forest Park and community groups to address aesthetic concerns.
- Project team is moving forward with design for inductive charging for the battery electric buses at 148th / S. Shoreline Station, and I-405/SR 522 Transit Hub.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

As part of Sound Transit Board Approval of 2023 budget, the Authorized Project Allocation has been increased by $41.5M to support completion of Final Design, start procurement of electric buses and bus operational technologies, continue acquisition.

This period expenditures increased by $2.3M; cost attributed to $1.4M in final design and program management with the GEC, $0.2M for Sound Transit staff, $0.4M for ROW activities, and $0.3M in construction and other small project expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$18.8	$14.1	$11.9	$18.8	$0.0
Preliminary Engineering	$15.5	$15.4	$15.3	$15.5	$0.0
Final Design	$41.5	$22.8	$14.1	$41.5	$0.0
Construction Services	$1.5	$0.0	$0.0	$1.5	$0.0
3rd Party Agreements	$7.9	$1.3	$0.8	$7.9	$0.0
Construction	$51.0	$35.0	$24.6	$51.0	$0.0
Vehicles	$30.0	$0	$0	$30.0	$0.0
Right-of-Way (ROW)	$84.4	$6.8	$3.4	$84.4	$0.0
Total	**$250.6**	**$95.3**	**$70.2**	**$250.6**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project risks and response plan:

- Potential budget impact due to higher inflation and higher real estate costs. Continued to monitor the development of these issues and develop future cost estimates that capture the most current information.
- The improvements for the BRT in the SR 522/NE 145th Street corridor are complex. Staff has been working in close coordination with multiple project partners on the project development, design, property acquisitions, permitting process, and construction activities.
- Early concurrence on project components is a key effort of project development through ongoing coordination with the Project Interagency Coordination Group, City Managers Group, and Elected Leadership Group. Letters of concurrence were secured prior to beginning 30% design. Additional efforts are underway to secure concurrence as the project advances into final design.
- Coordination of project on NE 145th and SR 522 with WSDOT and the cities of Seattle, Shoreline, and Lake Forest Park - complex jurisdictional situation and third partner expectation for Sound Transit capital investment. Partner agency staff are actively working towards a solution.
- Aggressive realignment schedule could lead to higher cost if directed to accelerate to meet the Board's realignment milestone. The team is actively looking for cost efficient opportunities to meet the target date, such as working with the local jurisdictions to streamline their permitting process.

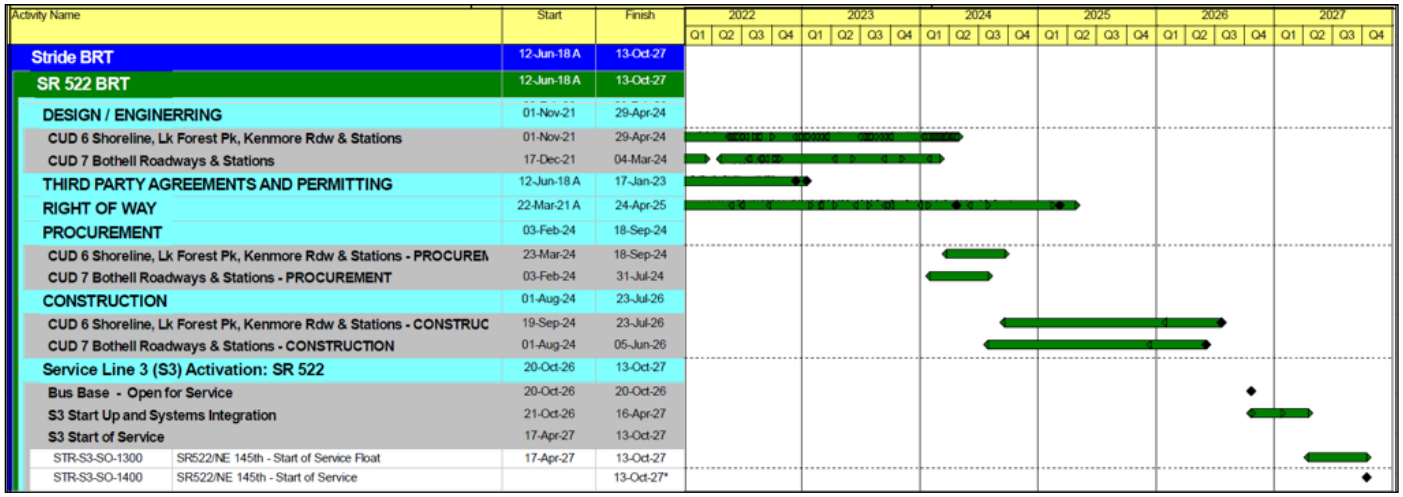
Project Schedule

The Board of Directors announced its realignment decision in August 2021. The upcoming project milestone is Project Baselining, which is anticipated in mid-2023. The team is formulating a plan and evaluating the timeline to allow the project to baseline with a high level of confidence.

There are two critical paths for the SR 522/NE 145th BRT project opening. The most critical path is through the completion of the Bus Base North and integrated systems testing of the SR 522 corridor. A near critical path is the completion of final design and ROW acquisitions for the SR 522/NE 145th Roadways in Shoreline, Lake Forest Park and Kenmore needed to start construction. Both paths are monitored closely along with permitting/agreements by the team.

The current forecast for completion is Q4 2027, including 180 days float, or a total of about 10 months past the Sound Transit Board realignment target. The realignment schedule is aggressive, and staff have routinely informed the Board that the current schedule is inconsistent with the target and affordable schedule. Sound Transit staff is working with the Authorities Having Jurisdiction (AHJs) in the corridor on plans to streamline the permitting process for the project.

Sound Transit contributed construction funding to certain city(s)/Authorities Having Jurisdiction (AHJ) where construction by contracts managed by those city(s) (e.g., City of Bothell) commenced in Q2 2019 allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation.



Activity Name		Start	Finish
Stride BRT		12-Jun-18 A	13-Oct-27
SR 522 BRT		12-Jun-18 A	13-Oct-27
DESIGN / ENGINERRING		01-Nov-21	29-Apr-24
CUD 6 Shoreline, Lk Forest Pk, Kenmore Rdw & Stations		01-Nov-21	29-Apr-24
CUD 7 Bothell Roadways & Stations		17-Dec-21	04-Mar-24
THIRD PARTY AGREEMENTS AND PERMITTING		12-Jun-18 A	17-Jan-23
RIGHT OF WAY		22-Mar-21 A	24-Apr-25
PROCUREMENT		03-Feb-24	18-Sep-24
CUD 6 Shoreline, Lk Forest Pk, Kenmore Rdw & Stations - PROCUREM		23-Mar-24	18-Sep-24
CUD 7 Bothell Roadways & Stations - PROCUREMENT		03-Feb-24	31-Jul-24
CONSTRUCTION		01-Aug-24	23-Jul-26
CUD 6 Shoreline, Lk Forest Pk, Kenmore Rdw & Stations - CONSTRUC		19-Sep-24	23-Jul-26
CUD 7 Bothell Roadways & Stations - CONSTRUCTION		01-Aug-24	05-Jun-26
Service Line 3 (S3) Activation: SR 522		20-Oct-26	13-Oct-27
Bus Base - Open for Service		20-Oct-26	20-Oct-26
S3 Start Up and Systems Integration		21-Oct-26	16-Apr-27
S3 Start of Service		17-Apr-27	13-Oct-27
STR-S3-SO-1300	SR522/NE 145th - Start of Service Float	17-Apr-27	13-Oct-27
STR-S3-SO-1400	SR522/NE 145th - Start of Service		13-Oct-27*

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The SR 522 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project. Due to COVID-19, outreach efforts have shifted to virtual platforms.

February's focus included, but not limited to the following:

- Responded to concerns and questions regarding S3 design and construction activities in Lake Forest Park.
- Prepared content for March 60% Online Open House and in-person drop-in meetings.

Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table. Total Acquisitions increased an additional 4 parcels. Relocations Required increased by 7.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
202	198	16	1	20	0

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. The variance will reduce once final design accelerates.

The data is showing the actual FTE below the Planned FTE monthly average for the entire year 2023. Staffing level of the consultants is expected to ramp up as the project is progressing toward the start of construction in 2024, which would reduce the variance number.

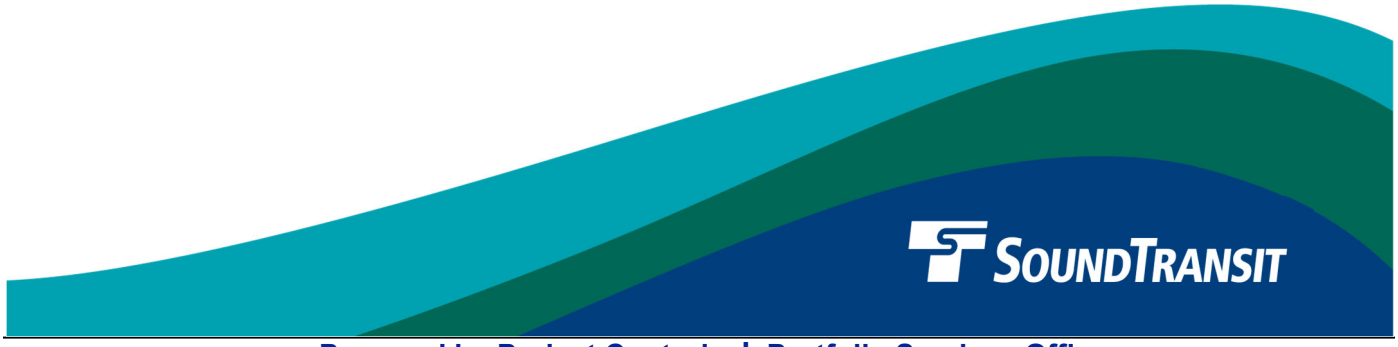
Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	13.0	14.3	(1.3)
Consultants	54.0	49.4	4.6
TOTAL	67.0	63.7	3.3

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Progress Report
Capital Program Support



Capital Program Support
Grants

Current Grant Funding *(Includes only Active Executed Grants)*

Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Drawdown to Date	Status
FEDERAL TRANSIT AUTHORITY						
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,641	09/16/2015	616,446,915	Active
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	74,521,731	Active
SOUNDER COMMUTER RAIL	WA-2018-015	Sounder Rolling Stock	7,800,002	12/30/2019	-	Active
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	671,983,701	07/29/2022	664,776,848	Active
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	471,983,701	07/29/2022	287,781,779	Active
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Exansion	5,600,000	12/13/2019	1,961,717	Active
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	-	Active
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partne	2,000,000	12/31/2020	290,995	Active
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	-	Active
SOUNDER COMMUTER RAIL	WA-2021-085	Auburn Station Access Improvments	1,500,000	09/10/2021	-	Active
Bus RAPID Transit	WA-2021-115	I-405 BRT Expansion Buses	7,255,465	09/18/2021	-	Active
SOUNDER COMMUTER RAIL	WA-2021-140	20 CARSI/5307 Enhance at Puyallup CR Stn	1,421,500	10/28/2021	232,899	Active
REGIONAL FUND	WA-2021-141	ARP Act 2021-Operating Expense	275,258,761	10/28/2021	275,258,761	Active
REGIONAL EXPRESS	WA-2022-055	Bus Replacements	1,438,436	09/07/2022	1,438,436	Active
LINK LT RAIL & SOUNDER RAIL	WA-2022-065	Rail State of Good Repair - PIMS	3,668,478	09/15/2022	-	Active
		TOTAL FEDERAL TRANSIT AUTHORITY	**2,219,480,684**		**1,922,710,081**	
OTHER FEDERAL						
REGIONAL FUND	EMW-2019-RA-0001	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	09/01/2019	1,263,614	Active
REGIONAL FUND	EMW-2020-RA-0002	Crit Evnt OT, CEDO	642,738	08/10/2020	466,513	Active
REGIONAL FUND	EMW-2022-RA-0000	DSTT, CEDO	2,963,635	09/06/2022	-	Active
		TOTAL OTHER FEDERAL	**4,922,186**		**1,730,127**	
STATE						
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	197,000	06/03/2019	-	Active
		TOTAL STATE	**197,000**		**-**	
		TOTAL ALL GRANTS	**2,224,599,870**		**1,924,440,208**	

Above table as of Q4 2022. This section is updated every quarter.

Sustainability

Sustainability is at the core of Sound Transit's mission to connect more people to more places efficiently, affordably, reliably and in an environmentally friendly manner. Investing in transit builds a better future, maintains a clean environment, and supports both healthy communities and vibrant economies. At Sound Transit, sustainability is about more than the natural environment – it is a holistic goal that protects and enhances people, planet, and prosperity.

In 2022, Sound Transit continues to carry out a wide range of projects, with increased focus on integrating sustainable design into capital expansion – from planning and final design to construction. With the passage of the ST3 Plan, a fully funded Sustainability Program will integrate green building and infrastructure in projects across all phases of development.

Sound Transit continues to implement our Sustainability Initiative through our internationally certified (ISO 14001) Environmental and Sustainability Management System (ESMS). The agency also continues to be a transit industry leader through our ongoing participation in APTA's Sustainability Commitment at the platinum recognition level.

Key Accomplishments and Activities for Q4 2022

- Continued work on the Zero Emission Bus Transition Plan work.
- Awarded contracts for On-Call Sustainability Services and ISO 14001 Registration Services.
- Presented to the Board of Directors on progress towards the Sustainability Plan.
- Issued a Request for Proposers for a credit aggregator to participate in the Washington State's Clean Fuel Standard program.
- Completed the ESMS external surveillance audit with registrar.
- Developed 2023 Environmental and Sustainability targets.
- Hosted two lunch and learns for agency staff.
- Presented on Sustainability Framework's for APTA Transform conference.

Key Upcoming Activities for Q1 2023

- Present to the Board of Directors on Clean Fuel Standard revenue generation.
- Begin data collection for 2022 Annual Sustainability Progress Report and greenhouse gas inventory.
- Finalize first draft feasibility results for agency Zero Emission Bus Transition Plan.

Progress Report
Acronyms

Acronyms

AA	Alternative Analysis
AHU	Air Handling Units
AHJ	Authority Having Jurisdiction
ALTA	American Land Title Association
BCE	Baseline Cost Estimate
BCWS	Budgeted Cost of Work
BIM	Building Information Modeling
BNSF	Burlington Northern Santa Fe Railway
BOS	Bus on Shoulder
BRT	Bus Rapid Transit
CCB	Change Control Board
CCTV	Close Circuit Television
CDF	Controlled Density Fill
CHS	Capitol Hill Station
CM	Construction Management
CMU	Concrete Masonry Unit
CO	Change Order
CPI	Cost Performance Index
CPM	Critical Path Method
DAHP	Department of Archaeology & History Preservation
DART	Days Away, Restricted or Modified
DB	Design-Build
DBPM	Design-Build Project Management
DCE	Document Categorical Exclusion
DECM	Design, Engineering and Construction Management
DEIS	Draft Environmental Impact Statement
DP	Design Package
DPD	Seattle Department of Planning and Development
DSC	Differing Site Conditions
DSDC	Design Support During Construction
DSTT	Downtown Seattle Transit Tunnel
EFC	Estimated Final Cost
EMI	Electro Magnetic Interference
ERC	East Rail Corridor
FD	Final Design
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FTE	Full Time Employee
GC/CM	General Contractor /Construction Management
GEC	General Engineering Contract
HVAC	Heating, Ventilation and Air Conditioning
ICD	Integration Control Document
IDS	International District Station
IFB	Issue for Bids
IFC	Issue for Construction, also Industry Foundation Classes
IRT	Independent Review Team
IWP	Industrial Waste Permit
JA	Jacobs Associates
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
LNTP	Limited Notice to Proceed
LRRP	Light Rail Review Panel
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTK	LTK Engineering Services
MACC	Maximum Allowable Construction Cost
MBT	Mount Baker Tunnel
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MI	Mercer Island
MLK	Martin Luther King, Jr. Way
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MPPCV	Major Public Project Construction Variance
MRB	Material Review Board
MUP	Master Use Permit

NB	Northbound
NCR	Notification of Change Report
NCTP	North Corridor Transit Partners
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
OCS	Overhead Catenary System
OMF	Operations and Maintenance Facility
OMSF	Operations and Maintenance Satellite Facility
PA	Public Address System
PE	Preliminary Engineering
PEP	Project Execution Plan
PEPD	Planning, Environment and Project Development
PMOC	Project Management Oversight Consultant
PSST	Pine Street Stub Tunnel
P&R	Park and Ride
Q	Quarter
QA	Quality Assurance
QC	Quality Control
QRA	Quantitative Risk Analysis
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates
RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right -of -Way
RSD	Revenue Service Date
SB	Southbound
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIP	Street Improvement Permitting
SPI	Schedule Performance Index
SOW	Scope of Work
SR	State Route
ST	Sound Transit
START	Seattle Tunnel and Rail Team
SWI	Stacy and Witbeck, Inc.
TBM	Tunnel Boring Machine
TCAL	Temporary Construction Airspace Lease
TCE	Temporary Construction Easement
TE	Traction Electrification
TFK	Traylor Frontier Kemper Joint Venture
TOD	Transit Oriented Development
TPSS	Traction Power Substations
TVM	Ticket Vending Machine
UAC	Unallocated Contingency
U-Link	University Link project
UDS	University District Station
USFWS	U.S. Fish and Wildlife Service
UW	University Of Washington
UST	Underground Storage Tank
UWS	University of Washington Station
VAV	Variable Air Volume
VE	Value Engineering
VECP	Value Engineering Cost Proposal
VMS	Video Management System
WBS	Work Breakdown Structure
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington Department of Transportation